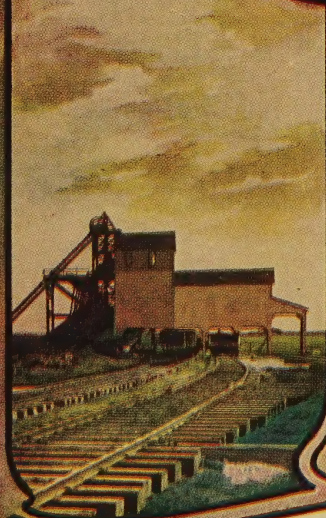


K.C.S. CURRENT EVENTS

AN
INDUSTRIAL AND AGRICULTURAL
MAGAZINE



PUBLISHED QUARTERLY BY
THE KANSAS CITY SOUTHERN
RAILWAY COMPANY

J. F. HOLDEN, VICE-PRESIDENT
S. G. WARNER, GEN. PASS'R & TKT. AGT.
WM. NICHOLSON, IMMIGR. AGT.
KANSAS CITY, MO.

Little River County

ARKANSAS

For the General Farmer, Stock Raiser and Dairyman

The best all around general farming and stock raising country, with fewer shortcomings and great material advantages, and a greater variety of agricultural resources than any other country west of the Mississippi River is

LITTLE RIVER COUNTY, ARKANSAS.

Here, within a compact area, is the largest acreage of rich bottom lands and fertile uplands to be found in Western Arkansas, with a well distributed rainfall of forty inches and practically no waste land. These bottom lands, none of them subject to overflow, produce annually from

Fifty to seventy-five bushels of corn,
Twenty to thirty bushels of wheat,
Forty to eighty bushels of oats,
Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,600 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stove mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

Write us for further information in detail.

SOUTHERN REALTY and TRUST COMPANY

W. L. PERKINS, Manager

ASHDOWN, ARK.

GENTRY

BENTON COUNTY, ARKANSAS

offers more attractions to the man seeking a comfortable home in a well developed Fruit, Truck, General Farming and Stock-Raising Country than any other section in the United States.

The Town of Gentry, altitude 1,238 feet, has about 1,100 inhabitants within the town limits and 2,000 more within a radius of $2\frac{1}{2}$ miles from the railway station, nearly all of whom are growers of fruits and raisers of poultry, etc., living on intensely cultivated farms, from ten to forty acres in area. A little farther out are many large, beautiful farms producing grain, forage, fine horses, mules, cattle and fat hogs.

The Town of Gentry and surrounding country afford to the new settler all the comforts of an old, well populated neighborhood, in which the social conditions are all that can be desired, where there are splendid schools, churches of several denominations, large stocks of merchandise, good banking facilities, local manufactures, fruit growers' associations and transportation facilities for the speedy commercial handling of the country's products.

The Town of Gentry has a pleasant, healthful climate, the purest water in the greatest abundance, and is surrounded by a magnificent farming country, capable of producing a great variety of crops, making it entirely practicable to secure an income from the farm nearly every month in the year.

The Town of Gentry is a great shipping point for apples, peaches, strawberries, cantaloupes, truck, dairy products, poultry and eggs, thoroughbred horses, mules, cattle and hogs. The country surrounding it, naturally beautiful, offers every inducement to those wishing to avoid pioneering and to enjoy life on a small farm with the comforts incident to the outskirts of a larger city, at the smallest cost. Land is cheap, building material is cheap, fuel abundant and very cheap, and food-stuffs are produced at home at the lowest cost. Learn more about Gentry, Benton County, Arkansas, and write for information.

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GENTRY, ARKANSAS

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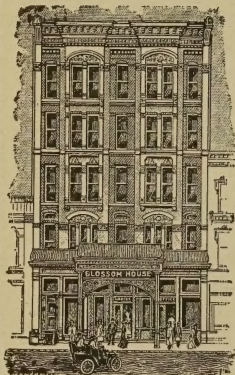
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There is a large industrial population in this region which needs foodstuffs and forage in large quantity and affords a good home market for farm products of all kinds.

The Long-Bell Lumber Company has large holdings of cut-over timber lands at Bon Ami, La., which it will not colonize at present, but the company will sell land to farmers, fruit and truck growers at satisfactory prices and terms of sale, the object being to supply the local demand for farm produce. Address for information

W. F. RYDER, Manager

Long-Bell Lumber Company

BON AMI, LA.

MENA POLK COUNTY ARKANSAS

The Ozark Mountain Region, in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising live stock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasturage, a long growing season for the cheap production for forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5,000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

The greatest attraction of Mena and Polk County for the healthseeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

Mena Land & Improvement Co.

W. C. B. ALLEN, Manager

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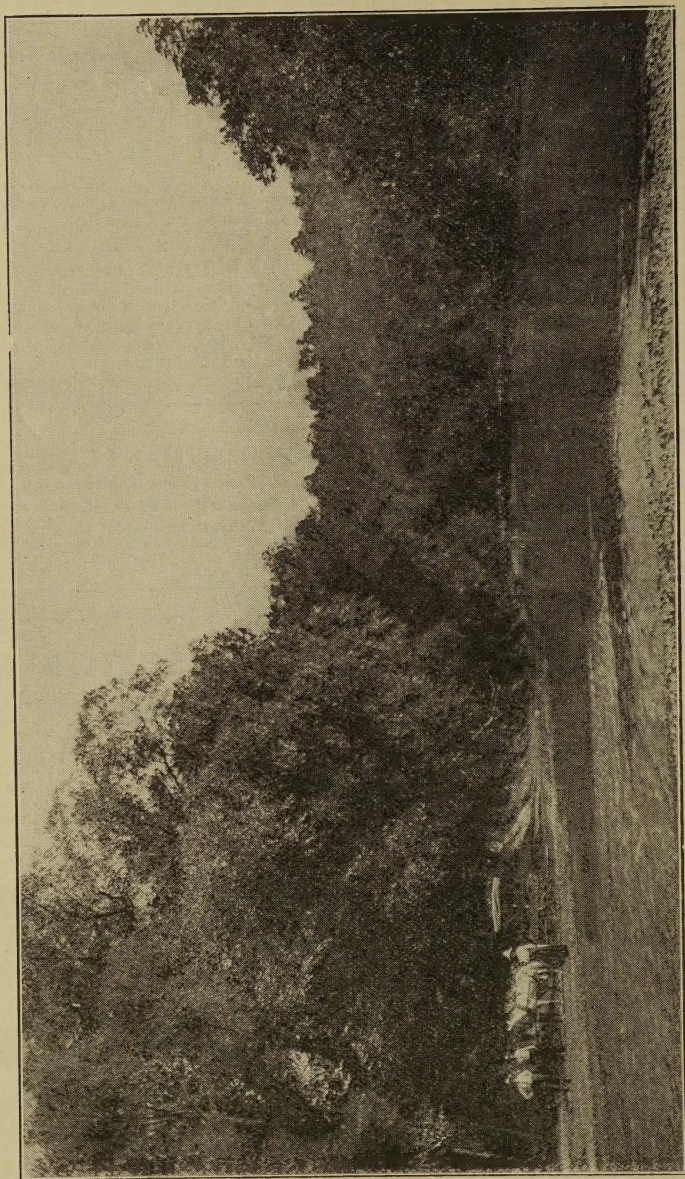
No better opportunity could be offered to a man with limited capital.

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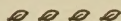
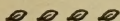
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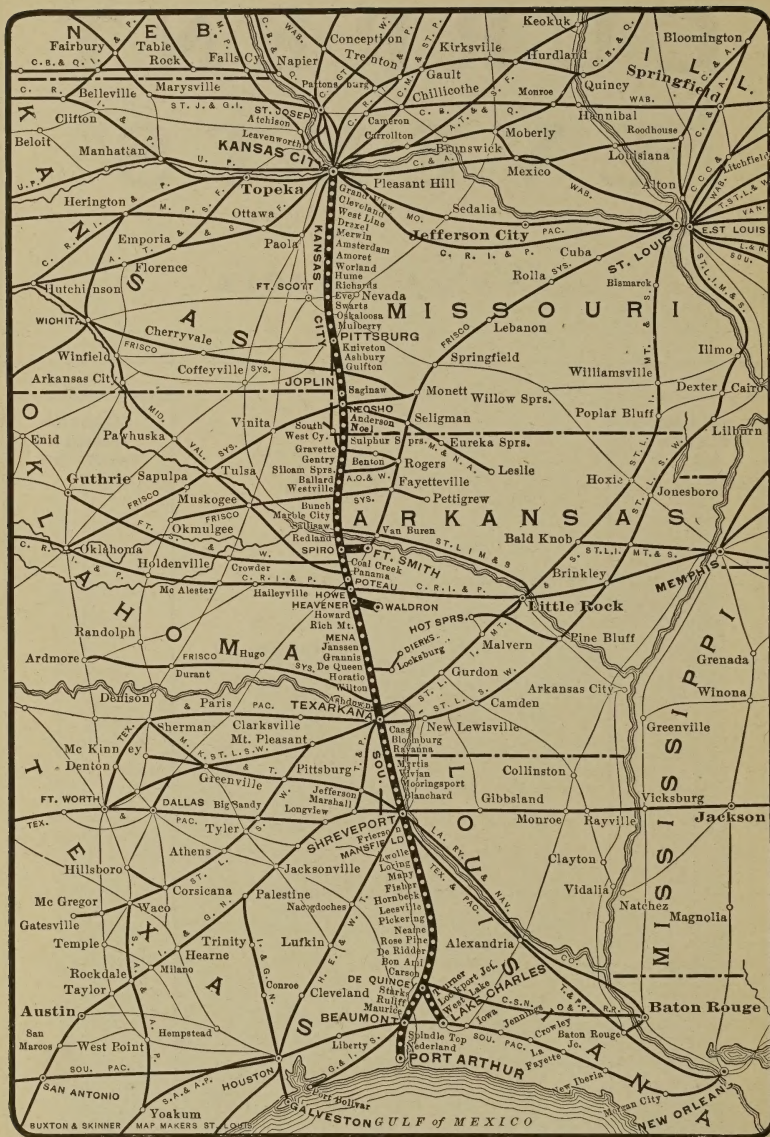
VOLUME
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY

The Great White Way

By COIN HARVEY of Monte Ne.

Realizing the possibilities, that might benefit a modern civilization through the advantages of pikes built on as good grades as railroads have, some ten months ago I began the promotion of a pike we call The Great White Way, beginning at Monte Ne and routed northwest, via Rogers and Bentonville and Sulphur Springs to the Missouri state line, intending it to connect, if possible, with a like pike up through Missouri via Neosho and Joplin to Kansas City and another west into Oklahoma.

I have said, benefiting a "modern civilization." I allude to the fact that the discovery of gasoline and its application as a motor power to cars running over roads, with the building of pikes, will revolutionize transportation. While the railroads will do as much business as before, and probably more by the building up of the country, nevertheless the building of well graded pikes, macadamed and finished to look like steel ribbons with the use of the

steam roller, will give us transportation facilities that will be of more utility, convenience and pleasure than anything else that we can now combine our thoughts upon. Motor cars are now being made to carry as many as sixty passengers and freight motors carrying as much as 40 tons, the wide steel rimmed wheels of the latter being useful in compressing the road bed.

The advantages arising from the discovery of this new motor power is now attracting the attention of the nation and roads built to accommodate it in the next decade or two will claim world-wide attention. It will be a boon to the farmers and land owners in the country and as a matter of interest it is first in importance to them. They will reap the major benefit. Such roads will also be of pronounced importance to all towns and trade centers that have them. The building of the Great White Way, as projected, without unreasonable delay, will give the country it develops more



SECTION OF "THE GREAT WHITE WAY" IN BENTON COUNTY, ARK.



NEW ROAD CONSTRUCTION, NEAR FORT SMITH, ARK.

importance and advantage by reason of its novelty, being one of the first to be built, than a like road will benefit a like country built ten or fifteen years from now. It will be worth much more than an Interurban to the country it reaches, as it will be an artery of commerce open to competition. As the road will be public, free to all, competing lines of passenger and freight motor cars can run on it. In a short time after it is completed for a considerable length it will be a daily sight to see competing motor cars carrying passengers and freight, passing each way, with the cars of each company painted to identify them—one stopping to put off and take on passengers anywhere—another line making faster time and stopping only at the towns; freight cars, some delivering and taking freight at farms on the roadside, others stopping only at towns; some with chicken coops on them as big as box cars gathering up the poultry along the line and taking it to the nearby markets like Neosho, Joplin and Kansas City, or to railroad depots for shipment elsewhere. Such pikes will also be traveled by all kinds of vehicles and farmers will haul on their wagons to and from town loads several times heavier than they can now haul. And such roads will encourage the building of laterals until the whole country for many miles on each side will throb with the new conditions of things and the prosperity that will come with it.

Realizing that the "wherewithal" to

build such a pike, under the present condition of our laws, must come from the people benefited, voluntarily, in the way of donations of money and labor, I secured along the route in Benton County, Arkansas, for a distance of about 30 miles, subscriptions amounting to about \$10,000.00, and then began work in the month of April. We have built about five miles of the pike, distributed in three pieces, many concrete culverts and one stone bridge. The work we have done has added immensely to the popularity of the proposition and has aided us in doing more financing, so that we are now ready to build probably ten miles more, and while that is in course of construction, I look for the good feeling to grow so that the work will not be stopped until the pike is completed from Monte Ne to the Missouri state line. Also east from Monte Ne to Eureka Springs and on to Berryville and Harrison.

I am informed that they are active in Missouri with fair prospects of the pike being built from the Arkansas state line to Kansas City. They have it completed through Jasper County and most of the work done in the county Kansas City is in. In the other counties it is now mainly promotion work, but live active men have charge of it and I have confidence in their success. The road into Oklahoma is lagging for the lack of progressive men in charge, but with the coming of spring we sincerely hope they will get the work started. The 30 to 40

miles of the Great White Way in Benton County, Arkansas, is an assured fact; that is, it will be completed in a reasonable time. This is the northwesterly county in the state, adjoining Missouri and Oklahoma state lines, and is the great apple county. Mr. C.

E. Pritchard, president of the Good Roads Association in Washington County, the next county south of us, is promoting the extension of the White Way, via Fayetteville to Fort Smith.

The Witch of Senecu

F. E. ROESLER

As I approached Patricio's house for the purpose of consulting him about the arrangements for tomorrow's expedition, I heard a shrill feminine voice laying down the law to some one within. After waiting fifteen minutes for the agitation to subside, and observing no abatement thereof and the weather being raw and chilly outside, I walked up to the door and knocked. Patricio opened the door and I noticed that only he and his wife were within.

"Buenos tardes, amigo," and we shook hands. Mrs. Patricio, who was evidently not pleased with the interruption of her discourse, went out by way of the back door, and after satisfying himself that she was well out of hearing, he said: "You have made a whole lot of trouble for me, amigo. Since you told us how the white women in the big cities lived, my good wife is not as well satisfied as formerly. She now wants me to buy new clothes for myself and for herself, she wants a new stove, a carpet, new furniture, and enough of other things which I could not pay for in ten years." Then he sighed, "Of course, we can't get along without women, and I love mine, even if her tongue is much too sharp, but they make us much of trouble." After very deliberately stuffing his pipe and getting it to fuming, he asked: "Have you ever heard of the great trouble-maker at Senecu on the other side of the Rio Grande? No? Well, I will tell you about her. She is now dead about fifty years.

"Among the Senecu Indians, whose pueblo is in Mexico, just across the river, there was an exceedingly comely maiden, who through her beauty and coquettish ways embroiled three tribes in war, which lasted nearly as long as she lived, and cost many lives.

"The Comanches had for a number of years been at peace with the different Pueblo tribes on the river, and when any of their bands strayed this far west they would occasionally pay a friendly visit. The limit of their territory was the Pecos River, and when they came this far west it was with

the consent of the Apaches. About a hundred years ago a party of Comanches visited the village of Senecu, and while there were well entertained. It has always been the custom on such occasions for the young women to keep out of sight as much as possible. This young maiden of whom I speak, and whose name was Ysadora, was really the prettiest young woman in the tribe, and she knew it, and most of the young men had nearly broken their necks in turning around to look after her when she passed along the street. Three or four had even gotten into a fight about her, and the padre and the elders had several times admonished her. A dozen were in love with her, and she flirted with them all, as no modest and well behaved young woman should do.

"When the Comanches came, she was especially admonished to stay within doors and remain unseen. Notwithstanding this, she carried on a flirtation with Sleeping Wolf of the Comanches. He was a strong and comely young man, a heathen and a savage one at that—the ways of his people were different from ours. The Pueblos always were an agricultural home-loving people, and the daughters of the Pueblos were not raised to be bestowed upon wandering marauding savages.

"The young man had not taken to himself a wife, and had not serious thought of such a matter before. On his way back, with his party to the Palo Duro Canon on the Llano Estacado, where his people were encamped, he thought much about the pretty Ysadora. When he drank from the springs in the mountains, he saw her face, and when he closed his eyes he was in Senecu and saw Ysadora. Among the young women of the Comanches he saw none fit to be the wife of Sleeping Wolf. He sat among the rocks in the Canon, by the springs and in his wickiup and thought and moped for weeks and one day he disappeared together with his horse, lance, bows and arrows.

"It was a long journey, six hundred miles to Senecu, but he arrived there safely. He boldly went to the village and offered a

large number of horses, yet to be stolen, for the maiden, who fled from him in alarm. The elders of the village told him kindly that his wish could not be. Sleeping Wolf then sadly withdrew, but, hiding himself in the thickets of the Rio Grande, remained in the neighborhood unseen. From close observation he learned the ways of the inhabitants of the village, and one evening when the people of Senecu were returning from church, he knocked a young Senecu Indian down with a club, seized and gagged the girl that was with him before she could cry out, and was gone.

"Twenty-four hours' travel brought him to the Carrizo Mountains, where he rested and gave his own and a stolen horse an opportunity to feed.

"The young man in Senecu was found in a senseless condition shortly after his knock-down. When he came to, he inquired after Ysadora, and then it was learned that she was missing. Early in the morning a trail was found on the east bank of the river, and a party started off in pursuit. Later in the following afternoon Sleeping Wolf reached the Guadalupe range, but noted on the way that he was being pursued. He fled into a rugged canon, where he had to abandon his horses. His pursuers soon came in view, and, taking the girl in his arms, she being exhausted, he attempted to reach a steep hill top, some five hundred feet above him. He knew that once on top he could defend himself and also recover his horses. The Indians pursuing him were Apaches, whose territory he had invaded. He strained every nerve in the effort to reach the top with his burden. He staggered upward and upward, sometimes pulling, sometimes pushing, most of the time carrying his captive, and the perspiration poured from him in torrents. The veins of his body lay on the skin like whip cords and his breath came short and fast. Fifty feet more would bring him to the top and safety. The Apaches were approaching rapidly. One supreme effort would save him and his bride. He reeled, a streak of fire shot through his breast, the blood gushed from his mouth and nose and he fell in a heap.

"When the four Apaches reached the spot, Sleeping Wolf was dead. They gazed with admiration on the maiden, for no Apache woman had ever been as beautiful as she. One seized her rudely by the arm, when another interfered. There was the flash of a knifeblade and one badly wounded Apache sank on his knees. During the fracas

the terror stricken Ysadora, partially recovered from her lameness, ran down the hill, and he with the knife went after her in pursuit, while the others wantonly shot an arrow into the dead body of Sleeping Wolf. Suddenly they heard a death cry in the valley, and saw their companion fall with an arrow through his heart. Rushing down the hill, they came upon a young Senecu Indian, who picked up the exhausted girl, raised her in his arms and hastened up the hill on the opposite side of the valley. He was beyond bow shot, and the two Apaches, seeing only one Senecu, rushed toward the valley to overtake him. Before they could reach him, he also fell with a torrent of blood gushing from his mouth. He was the one who had been struck down in Senecu, and now he was dead. The girl's father, Dominic, and a dozen others came over the hill, and the Apache nearest to Ysadora was pierced by an arrow and died. The other fled and escaped.

The party returned to Senecu, and Ysadora went with them to her home. After her return to the village, the young men turned away from her when she passed them in the street. The other young women, who had suffered much by her flippant ways, spread the story that she had an evil eye and had lured five men to their death, and was the cause of trouble to which there was apparently no end. She was tabooed.

"The Comanches after a time found a skeleton and in it two Apache arrows, and a bitter war sprang up between the Comanche and Apache tribes and many were slain. The Senecu and other Pueblo villages were raided again and again by the Apaches. Many lives were lost, and many years passed before a flimsy peace was patched up.

"No woe ever came to Ysadora after her return; with the years she grew old and ugly; the children pointed their fingers at her in scorn, and their elders declared her a witch. Again and again the good padre had to exert all his ingenuity to save her from destruction, and she died more than 90 years old, a stranger among her own people, and bitterly reproached from day to day for evil she had wrought.

"When death came to her, it was welcome. She was buried in consecrated ground, against the protest of the village, but the young padre was the only mourner at her grave.

"Yes, yes, these women make us much of trouble."

Poultry Raising As a Commercial Proposition

Mr. Wm. Nicholson,
Immigration Agent, K. C. S. Ry.,
Kansas City, Mo.

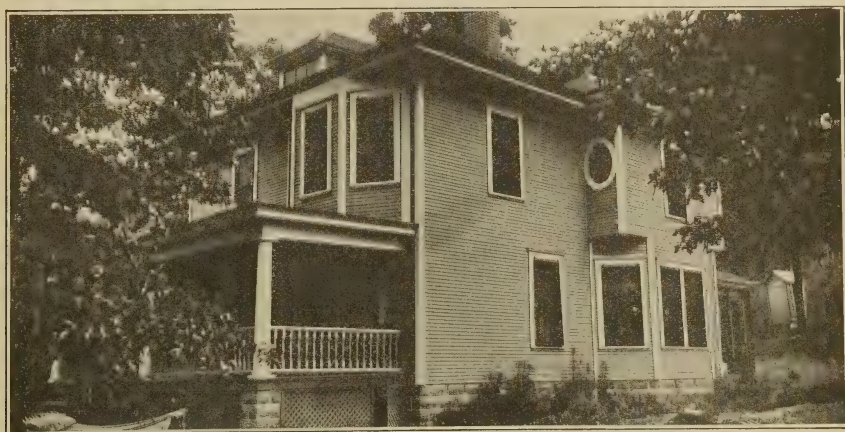
Anderson, Mo., Dec. 19, 1911.

Dear Sir: Your very courteous request that I address an open letter on the subject of "Poultry Raising as a Commercial Proposition" to your thousands of readers, and more particularly to those of the cities, is met with cheerful compliance, for I find such delight in the business that it is a pleasure rather than a task to tell others "all about it." I do not wish, however, to pose as one who has done exceptionally great things; and possibly for present purposes this is an advantage as enabling the reader to come into close relations with one whose measure of success is just a good average—a measure which each can hope to attain, if not excel. My belief is that any man or woman of ordinary good common sense and with an average of energy can make of poultry raising a financial success. There are other phases of intensive farming that go hand in hand with, or are incidental to, poultry raising, and these will be treated of at length in proper place.

There are, doubtless, thousands of men and women with a longing for God's dear,

delightful out-of-doors, but who, by force of circumstances, are now living a life in our cities which does not satisfy. To these I particularly address myself in the hope that they will be encouraged to make a change that should be for the better. Humanity is pastoral by nature. God made the country; man built the cities; and the poorest of God's handiwork is better than the best of man's. We were never intended for a life within four walls and these walls bounded by paved streets. Dirt, grass, trees, streams, animals—these are the proper setting for man if he would live the most satisfying life.

I was a city dweller, and its pursuits and pleasures are now but as a tale told. For several years past I am of the country, and there is absolutely naught which could tempt me to abandon my country home. Ah, the beauty of it, this life down here! The former life of rush and nervous strain; of shams, pretenses and hollow friendships; of heart-breaking competition and failures; of soul destroying associations—gone, thank God, never to return. Here



DWELLING OF W. J. CHAMBLISS, ANDERSON, MO.



RHODE ISLAND REDS, W. J. CHAMBLISS' POULTRY YARD.

on my little ranch I am lord, a very prince. There is none to say "come," none to say "go;" I am "boss." The only absolutely independent man, the only man on earth who can snap his fingers in the face of the world and still "hold his job," is the man with dirt under his feet which he can call his own. Be it 5 or 100 acres, the ownership of land makes a man a man. Industrial depressions may come; factories shut down; mines close; panic, ruin-working panic, sweep the country till the people of the cities cry for bread; but if there be one man whose welfare is unaffected by such calamities, it is he who owns and cultivates land.

A mind at rest, a soul content tends to health and long life. If you would multiply your days, get out into the country and breathe pure air and drink pure water. Work in the open, in the sunshine, and go fishing when you take the notion. Pass up the rattle and roar of the street for the gentle music of rustling wild flowers. Get close to mother earth. Work, eat and sleep as we of the country do, and soon the strong wine of health will course so madly through your now congested arteries that mere physical life will be a joy. Turn from the tragedy of city life to the poetic drama of the country. And, now, to the purpose of this article.

To convert you to the faith that poultry raising and other phases of intensive farming necessary to the scheme are not only profitable, but highly conducive to health, pleasure and content, is my object; and, if four years actively in the business and many other years of inquiring observation qualify me to speak, then what follows

will be a safe guide to you in determining your plans and making your start in this new life. I assume that I am speaking to those without much personal knowledge or experience but who would gladly profit from that of others.

Intensive farming means the handling of a small acreage to its fullest capacity. Dairying, berry and fruit growing, trucking, poultry raising, each is a phase of intensive farming. The wise man will combine two or more of these; for, if you take all your eggs to market in one basket, there is a risk of a stumble and total loss. It is quite proper to make some one phase a specialty, but back this up with others. I chose poultry raising as my specialty, and am firm in the belief that it should head the list as being susceptible of the greatest and most profitable development on the least acreage.

Locality is of utmost importance. In determining this, the main things to be considered are climate, adaptability to purposes, nearness to markets, and transportation facilities. Mrs. Hen can adapt herself to almost any climate and will earn her way under even adverse conditions; but there are other things to be considered as well as her ladyship's welfare.

In my judgment the Ozark country, or, to localize, that stretch along the line of the Kansas City Southern Railway south from near Joplin, Mo., to somewhere just below Siloam Springs, Ark., is the most ideal for poultry and all other phases of intensive farming. Even "Uncle Sam" goes on record in his census report to the effect that poultry does best within these limits; and it is conceded by all that the

soil of the Ozarks is best for fruit, truck, and berries. Every expert writer for newspaper and magazine has made this his theme for years; and it is true. Again, in this section all seeds best for poultry feed yield splendidly, such as Kaffir corn, Egyptian wheat, cow pea, oats, corn and wheat. It can't be beaten for red clover, and even alfalfa is coming to be known and grown successfully here. Also, this climate seems to be not alone healthful to men, but to fowl and beast; and so I have found it.

Being advised of these things, when I removed from Kansas City, I chose Anderson, a live town in McDonald County, Missouri, and on this railway, as my location. We are but an hour's distance from the big mining district of Joplin and Pittsburg, and but 7 hours from Kansas City—in close touch with the markets and on a great trunk line railway. Just determine what you want to do in connection with poultry, your specialty, and then decide on location.

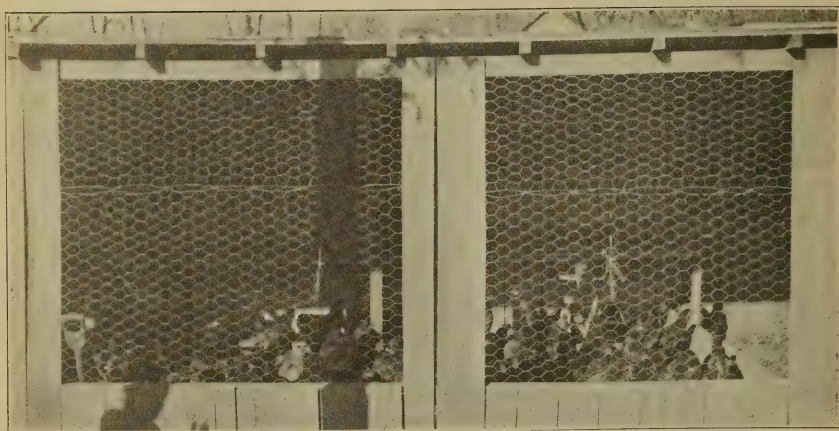
Twenty acres is, in my judgment, just the correct size for our purpose, though on ten or even five acres wonders can be wrought; but, if you can afford 20 acres, by all means get that much. Even if part of it is more or less rough, yet it will serve, for the broken part can be utilized as pasture and range. The acres actually necessary for dwelling, stable, poultry houses and runways need not exceed two or three, if you handle your poultry as I do; but there must be a team, or at least one horse, and there should be a cow or two, and a sow or two, and these must have pasturage—3 to 5 acres, depending on number. There

should be an acre to truck, for both summer and winter vegetables; or even an extra acre or two to sweet potatoes or other crop to be sold for ready cash. The rest of the land should be apportioned to feed crops, and you will be astonished, too, how many bushels, pounds or tons you can get from one acre when the crop is intensively and expertly cultivated. Ten or 12 acres to feed stuff will carry your poultry and stock a whole year without the spending of a penny. Remember, too, that, to a limited extent, we here can get two crops off the same acre per year, and benefit the soil in the doing. For instance, late vegetables follow early; the cow pea follows the oats, and so on. That is intensive farming; to keep the soil yielding its full capacity. By all means have an acre or two of strawberries. This is the big money crop—\$500 even \$600 per acre. I have one acre which next May I confidently believe will yield berries to the value of \$600, maybe more. It might even be the wiser thing, after a year or two of trial, to enlarge the berry acreage and buy some of your feed. Time and your natural bent can determine this.

My advice is to buy land without buildings and erect them to meet your needs. In this section, when we use our native lumber at \$12.50 per 1,000 feet for most all building purposes, you can equip for mighty little cash. I built my own stable and poultry houses. The stable has five stalls, two large vehicle sheds, corn crib, feed bins and very deep hay loft, and the lumber only cost about \$75. My largest poultry house, 40x12, the south open wire mesh to give sunlight and ventilation, and



PHILO COLONY HOUSES AND LAYING PENS. W. J. CHAMBLISS POULTRY YARD.



FRONT VIEW OF A LAYING PEN. W. J. CHAMBLISS POULTRY YARD.

drop curtains to be lowered in cold or bad weather, the north side and two ends and roof boarded and covered with rubberoid, cost me but \$50. A dwelling of 3 to 5 rooms will cost, if of native lumber, \$175 to \$300; if boxed and weatherboarded, from \$250 to \$500, depending on finishings. You can get land on part time, if you have not enough money for all purposes.

And what can be done on 20 acres can be done proportionately on 10 to 5. Do not, however, attempt more than your means warrant. You can grow to the bigger things, for grow you will, or you have got no business to even start.

I am often asked, "which is the best breed of poultry," and am tempted to reply, "the one you fancy," for I am of opinion that if you believe your kind the best, you will do the best with them and find more pleasure in them. Any standard breed will serve, for, after all, results lie not in the strain so much as in the handling and feeding. The White Leghorn on the range will give you more eggs than any other hen; but, kept in pens, as I do mine, there are several breeds that will lay right along with the Leghorn. The Rocks, the Langshangs, the Orpingtons, the Wyandottes are all good, heavy chickens and will lay eggs if properly handled. My choice, after watching the game for years, is the Rhode Island Red, a handsome fowl, big-breasted and heavy, the best of setters, dresses a rich yellow for table, quick in maturing, hardy, and will out-lay the White Leghorn in confinement and in the winter months, the very period of the year when eggs bring the highest prices.

For two years I tried the "Philo" system of handling my poultry, a system of strict confinement from the range, and in small flocks of not to exceed seven birds to the colony. For a small flock I heartily endorse it, and for baby chicks and youngsters I shall always use it; but for a large flock it won't do, as it entails too much work, takes too much time. Being confined, the chickens must be watered twice a day and fed three times, and that means opening and closing the tops that often for each colony house. Each house must have its separate vessels for grit, bran and water that must be filled, and each coop must be cleaned regularly. But, bless you, how the hens do lay! and they keep healthy and become as pet as kittens. I had last winter one large pen of ten hens, and a number with 7 each, and the record showed ten eggs a day from the large pen, 7 from several of the others, and with none of them less than 5 eggs a day. I claim Madam Leghorn at her best can't beat my Reds at that rate.

But, as I have said above, it entails too much work, takes too much time, and time is money on a poultry ranch. I have lately adopted the "Corning" system—strict confinement during the laying season, or from late November to June, but any number of hens you please in one big shed—100, 500, 1,500, taking care that each one has not less than 2 square feet of floor space, and four if you can afford the houses. For instance: a shed 40x12 measures 480 square feet of floor; 2 square feet to the hen means 240 hens, and 4 square feet only 120. I can feed and water

500 in the big shed in the time it would take to feed and water 20 in the Philo coops—a big saving in time.

If you read many poultry journals you might become "plumb rattled" as to the proper manner of caring for and feeding poultry. There is a lot of rot dished up along this line, though there is much of good advice given. Read it, but make use of your own good common sense. I keep my poultry well housed in dry, clean quarters; or at least I clean as often as possible. I spray regularly with coal oil for mites and lice. They have dust bath and plenty of air and sunlight. I feed everything and anything, only varying the rations. In the morning, during the fall and winter, the floors are covered six inches deep in straw, and on this I scatter wheat, about a quart to 25 hens. And then you ought to see them scratch! The air is full of straw and music, yes, music, for they talk, laugh, sing, or whatever it is, all the time and all of them at once. It is to me a pretty sight. Fresh water in the morning and plenty of it. At noon a dry mash of bran, alfalfa meal, beef scraps (occasionally), middlings, chops and any crushed or ground feed. At night whole oats or corn. Dry bran in hoppers is kept before them at all times, and it is truly astonishing how much they will consume. For green stuff I give them sprouted oats, scalded alfalfa meal or any vegetable leavings we have. That is the regular menu at the Hen's Club House, the only change

being that I serve it backwards sometimes, or start in the middle and serve both ways. Variety is the proper thing.

I do not permit male birds in my laying pens, for the reason that the market pays better for infertile eggs; they have a more delicate flavor and, besides, keep better. In my laying pens I aim to have only pullets, because a hen will lay 25 per cent more eggs her first year than in her second or later years, and it is economy, therefore, to get rid of a two-year-old. If she is an especially well-built, well-marked bird, and an exceptionally good layer, I send her to the breeding pen, mate her with a fine cockerel (not a cock) and keep her eggs for incubating. Those not so desirable are promptly sold on the market at so much per pound. (And, again, here is where my Reds are more profitable than the small, light-weight Leghorn). My breeding stock is allowed on the range in all good weather, because the eggs from a range hen will give you stronger, more virile youngsters. Do not inbreed. Keep fresh blood in the family by regularly buying cockerels from reliable breeders of your strain. Buy the best you can afford, it pays. Keep up the standard.

Unless to hatch out some especially fine eggs, I never set a hen. When she becomes broody, "break her up" and start her to laying eggs. Use incubators.

Great care must be exercised in the feeding of baby chicks. My first year I killed practically all the hatch by overfeeding



WHITE LEGHORN HENS, SULPHUR SPRINGS, ARK.

and improper feeding; but I learned. The first week, I feed hard boiled eggs rubbed fine, and stale bread browned almost to a charr, it also rubbed fine. Keep fine sand in the brooder. Not much water the first two days. After the first week, I start in on the Commercial chick feed, gradually going to heavier, coarser feed. In a Philo coop, 6 feet by 3 and 14 inches high, you can start 100 chicks, but each week divide the bunch until but 12 to 15 are kept in one coop. At three months put them on the range in the day time until the laying season commences.

I use no artificial heat. I have put day old chicks in the brooders out doors in February and never a chick lost from chilling. Of course in bad weather and at night I see to it that the brooder is closed and the chicks in the hover; all other time they run about as they please. The brooders are on the warmer south side of the house.

I have but outlined my method of handling my poultry, and, of necessity, have been brief. Even at that it seems like a lot to learn, and a lot to do; but the work systematized becomes simple, and practice makes perfect.

Now, as to profits: Let's take, for illustration, a flock of 120 hens as a beginning, 100 in the laying pen should average 12 dozen eggs a year, or 1,200 dozen total. At 30c per dozen, the income is \$360. The 20 in the breeding pens are your "crack" layers, and should give you 175 eggs each, or 3,500, 125 dozen of which you sell for \$37.50.

At least 2,000 of these eggs should be laid during the months of January, February, March, April and May, the incubating season, hence you will have 2,000 eggs to incubate. Say you hatch out 70 per cent, or 1,400 chicks, and succeed in maturing 75 per cent, you would then have 1,150 addition to your flock. One-half, say, or 575, will be cockerels which you sell as broils or frys at 40c each, swelling the income by \$230. Your 575 pullets go into the laying pen.

Of your original 120 hens you select 20 of the best for breeding, and sell the 100 as butcher meat for \$50, and you have this table of income from your small flock the first year:

1,200 dozen eggs from laying pen...	\$360.50
125 dozen eggs from breeding pen.	37.50
575 broils and frys.....	230.80
100 hens, butcher meat.....	50.00

Total cash.....\$677.50

And you have in your laying pens 575 fine pullets worth \$1.00 each, and 20 select hens worth \$1.50 each in your breeding

pens as a start for the second year—easily \$475 more stock than you started with, and which sum added to the table above gives a gross profit of \$1,152.50.

Nor is this all that can be and should be taken in from this flock, for you ought to sell several settings of eggs at \$1.50 per setting and several of your best marked cockerels for \$1.50 to \$3 each. Again, if you caponize your cockerels, instead of getting 40c apiece for them as broils and frys you can get around \$2 each for them as capons.

Do not be satisfied with selling to your local poultry produce man, even though the prices he pays are good. Bear in mind that he makes a profit off of your poultry and eggs; that the commission firm in the city makes a profit off of your poultry and eggs, and that the retail dealer in the city makes a profit off of your poultry and eggs. Get next to the consumer and get all the profit. There are plenty of people who have the money and will pay high prices for fresh eggs, tender frys and broils and fat capons. There are numbers of big hotels and restaurants in the cities that pay fancy prices for fresh infertile eggs and contract for regular shipments; and the same is true as to capons. The big rich man in the city doesn't care a rap for cost just so he gets the best, and he has it, too. If you do not supply him, some one else does. Go after him, and do not stop till you get him. Let your name be synonymous with honesty in all your selling, and, my word for it, you will in time get and hold the best trade.

Do not be in too big a hurry to "make a killing," nor despise small things. No business of proportions was ever built up in a year. The wise man will be satisfied with a modest start, and as experience comes, expand. If you are not of a patient temperament, keep out of the poultry business or any other form of intensive farming. You had better "buck the tiger" in the city. Poultry raising is no "get-rich quick" scheme, but a legitimate business, one of small beginnings but of large possibilities. If you start, stay with it. Go in to win, and go your limit.

Not alone will there be a profit from the poultry on your little ranch. You can reckon on an increase from the cows and sows. The acre strawberry patch should be good for a clear \$200 or \$300. The truck patch will net something in the way of ready money, beside feeding the family both summer and winter. Bank in the ground, store in the cellar. Fill the pantry shelves with peas, beans, tomatoes, etc., canned from your own garden. I do, and you can. You will eat like "a farm hand" in the

country, but, thank goodness, it will cost you practically nothing; and what with your own butter and milk, your own eggs and poultry, your own cured bacon and hams, you and yours will live better than rich folk in the city. Think of eating just all the fresh berries with sure enough cream over them that you can hold, repeating the dose three times a day the whole berry season! Just imagine how it will feel to have even a wasteful abundance of every good thing on your table and never have to figure on the cost! And every last item on the bill of fare of each and every day, sweet, fresh, wholesome stuff! The man of small means in the city doesn't know what good living is. Get out into the country and live at least a part of your life before you die. It's coming to you.

I repeat with emphasis that on a small tract of land handled to poultry and other phases of intensive farming the average man or woman is able not only to live, but

will, in time, bank money. Thousands do, and you can. And, I again say, that the man or woman whose heart and soul are attuned to nature will find great happiness, supreme content in a country home. Certainly I and mine have.

A final word of advice: Do not attempt to start on wind or wishes. They will not buy land nor build houses nor stock up a place. If you have not been fortunate or thrifty and now the possessor of a small bank account, get busy and save for a year or two with this definite object in view. Or, better still, contract for a suitable piece of land and pay for it in monthly installments; and when your land is paid for it will not take much longer to save up enough to do the rest with. It was in this way I secured my home, and you can do the same.

With best wishes for those who love the delightful out-of-doors, I remain,

Very truly,
W. J. CHAMBLISS.

The Fruit Crop, 1911

Along the Kansas City Southern Railway and also in Eastern Texas are large areas of country which are devoted to intensive farming, to the raising of fruit, of truck, poultry and the best of live stock. About 50,000 to 60,000 acres are devoted to special crops along this railway and the farms vary in area from 5 acres to 3,000, with an average of about 20 acres. In Eastern Texas and Southern Texas about double this acreage is thus employed and near the Gulf Coast 15,000 or 20,000 more. The production of special crops is varied and certain localities predominate in certain lines, due to climatic conditions which favor certain fruits and are unfavorable for others.

The best apple country in the United States is undoubtedly Southwest Missouri and Northwest Arkansas. Here the winter apple reaches perfection, if properly looked after. Missouri alone has 25,000,000 apple trees and in Benton and Washington Counties, Arkansas, are about 13,000,000 more. The two states have about three times as many trees as Idaho, Washington and Oregon combined. The fine color, size, flavor and form of the Missouri and Arkansas apple shows that the fruit comes from a highly favored region, but an inspection of many of the orchards would

lead the visitor to ponder how it was possible to obtain the results which were obtained. The northwestern apple grower whose orchard is planted on high priced land is busy all the year round with the pruning shears, the cultivator, spraying machine, irrigation ditch, smudge pot and thermometer and watches every condition which might place his crop in jeopardy. He leaves very little, if anything, to chance. Among the Missouri and Arkansas apple growers are some who take a serious interest in their orchards, but too many rely on Divine Providence to do for them, what they should do themselves, yet in spite of badly kept orchards, which have neither been cultivated, sprayed, pruned nor looked after intelligently, a fair crop is generally made, though the percentage of culls is altogether too large. The original cost of the land did not exceed \$10 to \$20 per acre, and lands can still be had at similar prices. The markets are convenient and require only a short haul. The aggregate crop is large, even under adverse conditions, and on many orchards a crop value of \$100 to \$350 per acre is obtained, but on many more orchards the crop does not come up to the standard as to quantity and quality because the owner has not done his duty.

Benton County, Arkansas, when a maximum crop is produced can ship 3,600 carloads, worth \$1,142,654, to which should be added the sales of apples for evaporating, for cider, for canneries and distilleries, etc., worth \$1,229,260, or a total of \$2,361,914. The crop of 1910 shipped from stations on the K. C. S. Ry., and representing only a part of the county's product, was 700 carloads, with an equivalent quantity evaporated, canned or otherwise utilized. The apple crop of 1911 was smaller than usual but still quite abundant. The summer apples from the southern counties of Arkansas and from East Texas were disposed of at good prices. The fall and winter crop was fairly large and came from Southern Missouri, Northwest Arkansas and the elevated counties of Scott and Polk in Southern Arkansas. Most of them have been profitably marketed by this time, though there may be some still in storage at Fort Smith and Rogers, Ark.

In Texas apples are grown in the northern tier of counties along Red River and also along the Pecos River, the Davis Mountains and in the Northern Panhandle. According to the census report of 1910 there are 5,000,000 apple trees in the State.

The apple crop as a rule is one of the most reliable crops that can be grown. There never has been a complete failure of this crop. Apples in commercial quantity have always been produced. The year 1911 was an "off year" for fruits generally and this condition prevailed in the entire northwestern part of the United States. Sharp frosts in March and April followed a warm February and caught many trees while in bloom. Very dry weather in June had a tendency to reduce the yield of berries and small fruits. This dry weather was more keenly felt in the prairie states, where it seriously affected the standard field crops but had little effect on these in the timbered country along the K. C. S. Ry.

The peach crop is the next in importance. It has been planted extensively in Northwestern Arkansas and is frequently planted as a filler in the apple orchards. In the southwestern part of the state, in Polk, Sevier and Pike Counties, it is the preferred tree fruit and also is more reliable in its yield. Polk County, by reason of its altitude, produces both apples and peaches very regularly. Sevier and Pike have regular crops of peaches, but few, if any, apples are grown commercially. In Benton and Washington Counties, in the northwestern part of the state, about three crops are obtained in the course of five years, though some peaches are produced every year. At Horatio, Ark., in Sevier County, is the peach

orchard of the Southern Orchard Planting Co., who have 3,300 acres planted to Elberta peach trees; at De Queen and other railroad stations in the same county are 6,000 additional acres in peaches and in Pike County are the orchards of the Arkansas Orchard Planting Co., at Highland, Ark., and the Patterson Fruit Co., who have about 3,000 acres of peach orchard between them. The crop for 1911 was small as compared with other years and in Missouri and Texas it was practically a failure. About 500 carloads were shipped from Arkansas and of these 417 carloads came from Sevier, Polk and Pike Counties in Southwestern Arkansas. Some of the carloads sold in New York brought as much as \$2,000 per car of 600 crates. The average was from \$1,000 to \$1,300 per carload. The acreage of peach trees in East Texas is much larger than that of Arkansas and it is estimated that in 1910 about 4,500 carloads, valued at \$4,500,000, were shipped from Texas alone. The shipment for the same year from Horatio, Ark., and nearby shipping points, amounted to 600 carloads; from Pike County about 300 carloads and from Western Arkansas and Eastern Oklahoma to about 75 or 85 carloads more.

The strawberry crop is ordinarily large in Southwest Missouri and Northwest Arkansas. In 1910 the shipments amounted to 193 carloads, containing 96,160 crates, valued at \$222,219.59, making an average of \$2,312 per car. Large shipments were also made from points farther south, like Sallisaw and Poteau, Okla., De Queen, Horatio, Lockesburg, Fort Smith, Van Buren, Ark., Beaumont, Tex., and Lake Charles, La. The acreage in Southwest Missouri and Northwest Arkansas for 1911 will reach fully 12,000 acres, of which about 3,500 acres are in Newton and McDonald Counties, Missouri, and probably 4,000 or more in Benton and Washington Counties, Arkansas. The crop shipped from these four counties in 1911 amounted to 290 carloads, for which \$309,647 was obtained, and a revenue of \$68,276 was obtained from shipment of peaches, cantaloupes, etc. From 300 to 400 carloads of cantaloupes were marketed from various stations along the line. Irish potatoes are grown all along the line of the Kansas City Southern Railway, and in some years over 2,500 carloads have been shipped from the various stations. The extra early potatoes are produced along the Gulf Coast and are shipped northward from March to July. Later in the fall northern potatoes are sent southward. As it is practicable to produce two crops of potatoes on the same land the

southward shipment is not as large as that going northward.

Vegetables for cannery stock are grown in numerous places and at Neosho, Mo., Decatur and Gentry, Ark., and Shreveport, La., are large canneries, which consume large quantities. The shipments of extra

early truck from points in Southern Louisiana and Texas are growing each year and much winter produce reaches the northern markets. Oranges and figs are also produced and have proven profitable, though the crop for 1911 was scant as compared with other years.

Shreveport and North Louisiana

Most of the school boys of the past generation will remember reading of the great Red River raft, an obstruction in Red River, 150 miles or more in length and composed of logs and driftwood, the accumulation of many centuries. About the year 1830, the removal of this raft was undertaken by the national government, and Captain Henry M. Shreve, a famous river navigator, was entrusted with the work, which was completed in due time and made Red River a navigable stream as far as Jefferson, Texas. In 1836, Captain Shreve and six others formed the Shreve Town Company and three years later the town of Shreveport received its charter, and elected the first mayor.

During the first thirty years of the city's life, its growth was slow. The census of 1860 shows a population of 3,000, and that of 1870 only 1,600 more. From 1870 to 1880, the population increased to 8,000; in 1890 to 11,989; 1900 to 16,013. The census of 1910 gives it 28,015 inhabitants, including only the population within the legal city limits. A considerable population lives in the adjoining unorganized suburbs. The postal receipts and the volume of business transacted indicate that the population in December, 1911, is fully 35,000. The resi-

dents, in the main, have come from the states lying east of the Mississippi River. The white population is 58 per cent of the whole and during the past ten years, the increase in white population has been 29 per cent, and that of the negro population 9.7 per cent.

From 1869 to 1883, business in Shreveport was very active and railroad construction was begun. The Vicksburg, Shreveport & Pacific was the first railway in operation and later came the Texas & Pacific, the New Orleans & Pacific, the Houston, East & West Texas, the Missouri, Kansas & Texas, the St. Louis, Iron Mountain & Southern, the Cotton Belt, the Louisiana & Arkansas, the Louisiana Railway & Navigation Co., and in 1896 the Kansas City Southern Railway. The trade of the city has, of course, grown with the enlargement of its transportation facilities. In 1905, the gross transactions in the various lines were reported as follows: Wholesale groceries, \$9,000,000; cotton, based on receipts of 215,000 bales, \$8,000,000; dry goods, \$1,500,000; hardware, \$1,500,000; cotton seed products, \$900,000; drugs, \$800,000; lumber, \$750,000; hides, wool and furs, \$500,000; liquors, \$300,000; harness, saddlery and buggies, \$150,-



MILAM STREET, SHREVEPORT, LA.



FIRST BAPTIST CHURCH, SHREVEPORT, LA.

000; brick, \$160,000; cotton gins and agricultural implements, \$300,000; coal and wood, \$450,000; livestock, \$200,000; wagons, \$75,000; other manufactured goods, \$2,083,000. Total, \$26,668,000. The aggregate retail business amounted to \$5,840,000, making the total transactions in the mercantile lines, \$32,508,000.

No estimates of the gross business of the city have been recently made, but the number of establishments has been greatly increased since 1905. In December, 1911, there were 78 wholesale concerns, dealing in the following lines: Cigars, 1; crackers and candy, 2; drugs, 4; dry goods, 5; furniture, 4; grain and hay, 2; groceries, 6; hardware, 4; hides and tallow, 2; implements, 2; jewelry, 2; meats and provisions, 8; oil well supplies, 2; paper, 1; produce, 5; saddlery, 1; vehicles, 3; wall paper, 2, oil, 6; lumber, 17. The manufacturing establishments numbered 103 and consist of bakeries, 8; belting works, 1; bottling, 4; brick plants, 1; carburetor and brass works 1; computing bin works, 1; cooperage, 1; cotton compresses, 3; cotton seed oil mills, 4; creosoting plants, 2; extract factory, 1; fertilizer works, 3; garages, 8; glass works, 2; ice plants, 2; ice cream factories, 3; grain mills, 2; machine works, 4; marble works, 3; mattress factory, 1; clothing factory, 1; peanut factory, 1; petroleum refineries, 3; press machinery, 1; printing

houses, 8; publishers' newspapers, 3; public service corporations, 9; sash and door factories, 5; saw mills, 1; shingle mill, 1; steam laundries, 3; sheet metal works, 3; vehicles, 1. As the population has more than doubled in the past decade, the retail business houses have increased in the same proportion.

The country within a radius of 100 miles of Shreveport is one of tremendous possibilities. The city has within easy reach great supplies of the finest hardwoods, several thousand square miles of long leaf and short leaf yellow pine, the richest cotton, corn and sugar land to be found anywhere and the greatest opportunities for developing into a magnificent farming and manufacturing region. The cotton trade has been the principal source of revenue. As early as 1854, the cotton receipts of the city amounted to 40,000 bales, some of the cotton coming from a distance of 150 miles. With the development of the surrounding country, the cotton trade naturally increased and in 1900-01 had increased to 312,407 bales. The invasion of the Mexican boll weevil in Texas and Louisiana had a tendency to reduce the production of cotton and to encourage the cultivation of other crops, like corn, alfalfa, forage, etc. The annual cotton receipts in the last five or six years have averaged about 175,000 bales, valued at \$8,750,000. Ways and means for reduc-

ing the damage done by the boll weevil have been found and the cotton crop of 1911, 14,855,000 bales, is the largest cotton crop ever grown in the United States. The weather conditions in Louisiana had been unfavorable, but nevertheless a crop of 539,000 bales was produced and the indications are that within a short time Shreveport will handle more cotton than it ever did before.

As a supply point for the magnificent lumber industry, located mainly on the Kansas City Southern Railway, the opportunities of the city are unexcelled. The location is the most convenient for supplying everything needed by the ninety odd saw mills and their employes south of Shreveport. There are in all 658 saw mills in Louisiana and this is the second lumber producing state in the Union, yellow pine cypress and tupelo gum being the leading productions. During the year 1910 Louisiana produced 43 billion feet of yellow pine; 21½ billion feet of hardwoods and 10½ billion feet of cypress and tupelo gum lumber. Lumber is handled in Shreveport by seventeen firms, many of which are also lumber manufacturers.

The oil and gas industry supplies another field for business operations. The Caddo oil and gas field extends to within twelve miles of the city and most of the companies

have their general offices in Shreveport. The Standard Oil Company, the Texas Company, Gulf Refining Company, the Waters Pierce Oil Company maintain offices here. Shreveport is well provided for in the matter of fuel and can, therefore, undertake almost any kind of a manufacturing proposition. Both crude oil and natural gas are obtained in the Caddo oil and gas field, about twelve miles north of the city. From Blanchard, at the southern edge of the field, northward, practically all of Caddo Parish is oil-bearing territory, crossing the Texas line on the west and Red River on the east, at several places. Hundreds of oil and gas wells have been bored and the oil production of last year is estimated at 5,654,114 barrels. This oil is transported by means of an oil pipe line to Baton Rouge, La., and two other lines to Port Arthur and Sabine, Texas. Several oil companies pipe their oil from the wells to loading racks on the K. C. S. Railway and the Texas & Pacific Railway, from which the oil is transported in tank cars. Four gas pipe lines enter Shreveport and gas is also delivered from the same supply in Texarkana.

Crude oil for fuel is delivered in the city at an average price of 75 cents per barrel. Three and one-half barrels of crude oil are considered equal to one ton of coal. Natural gas, used as fuel, is furnished for



TEXAS STREET, SHREVEPORT, LA.

manufacturing purposes under contract at the following rates: One million feet per month, 7.7 cents per 1,000 feet net; the next four million feet, 7.15 cents; the next five million feet, 6.6 cents; the next five million feet, 5.5 cents; the next five million feet, 4.4 cents; the next five million feet, 3.3 cents; above 25,000,000 feet, 2.3 cents per 1,000 feet net.

The economy of using natural gas is demonstrated by tests which show that with natural gas selling at 10 cents per 1,000 feet, it would be necessary to purchase crude oil at 35 cents per barrel and bituminous coal at \$1.19 per ton. The foregoing comparison does not take into consideration the great saving made in fire room attendance, the handling of coal, ashes, etc. Dr. David T. Day, in charge of petroleum, United States Geological Survey, in a letter to the secretary of the Chamber of Commerce of Shreveport, La., dated November 13th, 1911, stated:

"A prominent mechanical engineer in Pittsburgh was originally responsible for the statement that when the price of natural gas was less than 15 cents a thousand cubic feet, it would be converted into electricity and that the electricity would cost as little as the average price at which electricity is furnished in large units for industrial purposes at Niagara Falls."

I have worked this over with considerable correspondence from various experts, and the question was raised as to whether the upkeep of the internal combustion engines necessary for converting the natural gas into electricity would not be so much greater than the corresponding maintenance expenses with water power at Niagara Falls as to make the gas engine proposition much more expensive in the end. Correspondence showed that this was not the case.

It was evident that the price at which natural gas could easily be furnished for a large electric plant at Shreveport would be considerably less than the cost at Niagara Falls.

Electricity is furnished to local consumers by the Shreveport Gas, Electric Light & Power Company at 10 cents per kw. hour for the first 200 kw. hours with a discount of 5 per cent for cash. This discount is advanced 5 per cent for each 100 kw. used until a rate of 4 cents is made where 2,000 kw. hours are used monthly. Gas for domestic purposes is furnished at 25 cents per 1,000 cubic feet less 10 per cent for cash.

The city's water supply is abundant and of good quality. It is good for boiler pur-

poses, the supply is reliable and is used by most of the large industries.

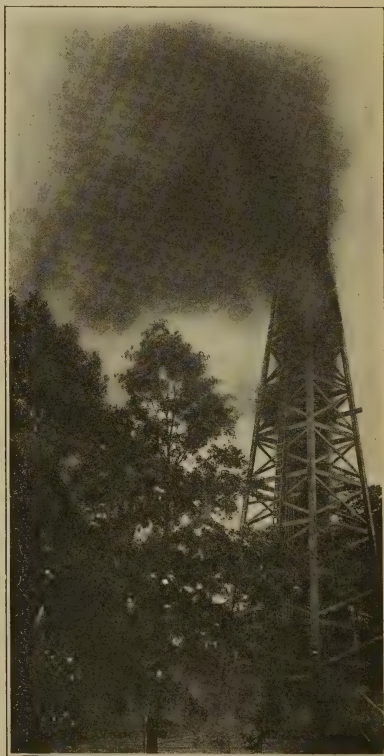
The cheap fuel, power, water and raw materials which Shreveport and vicinity can provide afford splendid openings for various industrial enterprises.

Many of the clays in Caddo Parish are rich in alumina and could be profitably manufactured into alum. The bauxite deposits in Arkansas could be manufactured into aluminum profitably, as raw material and fuel can be brought together cheaply.

Great iron ore deposits are distant only a few miles from the Caddo gas field. Scores of gas wells have been capped because no immediate use can be found for this fuel.

Wood working plants of all kinds would find abundant raw material here, particularly box factory, casket factory, chair factory, handle factory, sash and door mills, screen door plant, wagon timber plant, coo-erage plant, refrigerator factory, furniture factory, etc.

Glass sands are very convenient. Two glass plants are in operation, but additional



OIL WELL, CADDO FIELD.



STONER AVENUE, SHREVEPORT, LA.

ones would find Shreveport a good location.

Among the other enterprises which could do well here are a cannery, creamery, flour mill, hominy mill, oat meal mill, tannery, woolen mill, cotton mill, implement factory, brick plant, packing house, lithograph and engraving concern, oil refinery, power truck factory, shoe factory, soap factory, stove foundry, sulphuric acid plant, etc.

Shreveport, in point of location, is fortunately placed. It is at the head of navigation on Red River and is readily accessible to all Northern Louisiana, Southern Arkansas, Oklahoma and Eastern Texas. Kansas City is 562 miles due north; St. Louis is distant 567 miles; Little Rock, 218 miles; Memphis, 340 miles northeast, and

New Orleans, 306 miles southeast. The larger cities west, south and southwest are Houston, Tex., distant 230 miles; Beaumont, 204 miles; Dallas, 190 miles and Oklahoma City, 405 miles northwest. Within a radius of 100 miles of Shreveport there is a population of 1,065,000 people at present and tillable land in sufficient acreage to maintain as many more when the country is more densely settled. For all of these Shreveport will be the principal supply point and wholesale trade center. That this point is fully understood by its citizens is amply demonstrated by the improvements made in the city during the past year. These were valued at \$5,300,000 and consisted of 15 miles of street paving, cost \$750,000; new residences, \$750,000; K. C. S. Railway shops



TAKING PUPILS TO THE CONSOLIDATED COUNTRY SCHOOLS.



ALFALFA GROWN NEAR SHREVEPORT, LA.

and buildings, \$500,000; Cumberland telephone exchange and improvements, \$500,000; Commercial National Bank building, \$450,000; La. & Ark. R. R., Central Depot and improvements, \$250,000; Municipal bridge across Red River, \$250,000; United States postoffice, \$200,000; Shreveport Traction Company's improvements, \$200,000; church buildings, \$200,000; Hutchinson office building, \$100,000; Shreveport hospital, \$100,000; State Fair improvements, \$100,000; Parish school board improvements, \$100,000; City high school, \$80,000; Saenger theater, \$50,000; Elks club building, \$50,000; Masonic Temple, \$50,000; waterworks improvements, \$50,000; Kelly Estate building, \$50,000; glass factory, \$150,000; three oil refineries, \$250,000; carburetor plants, \$40,000; peanut factory, \$30,000; Booth Furniture building addition, \$25,000; North Louisiana sanitarium, \$25,000. The Caddo Window Glass Company and the Shreveport Bottle and Glass Company were established this season. They employ about 650 men and their pay roll will average about \$35,000 per month.

The municipal affairs of Shreveport are handled at a daily public session of the mayor and four commissioners. Each commissioner, or councilman, is the head of a municipal department. Under this form of municipal government the full value of each dollar expended for public improvements has been realized. The commissioners have been active in investigating and putting into effect every improvement that would tend to make Shreveport an up-to-

date city. A fire department has been maintained in such shape that it ranks as first-class. Automobile trucks and steamers are used, and a very few minutes elapse after an alarm has been given until water can be turned on the blaze. The insurance rate on private residences and business houses is very low. Forty-two miles of streets in Shreveport are paved and 45 more have been graded and a complete system of storm sewers has been built. The improvement of streets is not confined to the city alone for the Parish government expends over \$45,000 a year on macadamized roads, bridges and culverts and in a few years Caddo Parish will have a system of public roads unequalled in the South. Owing to the low cost of electricity the city is unusually well lighted, and a complete system of fire alarm boxes is also maintained.

The city school system comprises a Central high school, and five large graded schools, with an average attendance of 3,500 white pupils and an educational staff of seventy-five teachers. For the use of the colored population five school buildings and twenty-five teachers have been provided. In the Parish (county) the Central system of schools is employed. Instead of having the ordinary district school, several districts are consolidated and a modern school building properly equipped is provided and an efficient staff of teachers are employed. Conveyances are provided to bring the pupils to and from school. The advantages obtained by this system are

obvious. The graduates of the Shreveport high school are given admission to all institutions open to high school graduates without an examination. Among the other educational institutions are the Academy of the Sacred Heart, St. Mary's Convent, St. John's College, the Centenary College of the Methodist Conference, Draughon's Practical Business College and the Shreveport Conservatory of Music.

The church life of the community is provided for by fifteen churches, representing all denominations, and some of the leading congregations have magnificent buildings. The four banks of Shreveport have an aggregate capital of \$2,373,229, and their deposit on September 1, 1911, amounted to \$9,396,164. The parish of Caddo and city of Shreveport have an assessed valuation of \$23,230,530, which is about 40 per cent of the real value. The city's proportion of the assessment is about \$15,000,000. The Parish is entirely free from debt.

The street railway system of Shreveport covers 26 miles and a new line is being built to a new manufacturing district. There are several beautiful parks and a large new one is being laid out. The city also owns the State Fair Grounds, which are also being laid out as a park. The altitude of the city is 300 feet above sea level and public health is very good. The annual mortality among the white population is only 9 per one thousand population, and among the negroes a little over 14 per thousand. The average temperature in the winter months is between 30 degrees and 50 degrees Fahrenheit, and in summer between 75 and 90 degrees. The United States Weather Bureau is authority for the statement that in thirteen years out of thirty, the tempera-

ture has never exceeded 100 degrees. In February, March and April the relative humidity is lower than in San Antonio, Texas, a famous health resort.

NORTHWEST LOUISIANA.

Caddo Parish, of which Shreveport is the county seat, is in the northwest corner of the state and has an area of 563,101 acres. Of this area 534,000 acres may be designated as cotton land, 8,800 acres as truck land and 19,500 acres as oil and gas lands, the latter lying in the north part of the Parish. The soils can be grouped into two classes—the river bottom lands and the hill lands. The alluvial soils of the Red River valley rank among the richest and most productive farm lands in the world. They are of remarkable fertility and in an ordinary year are capable of producing a bale of cotton (500 pounds) or fifty to sixty bushels of corn to the acre. Until a few years ago, cotton was the only crop grown on these lands, but the invasion of the boll weevil caused the production of a diversity of crops and now corn, alfalfa, oats and forage crops are extensively and profitably grown. The increase in corn production has been marvelous. The total crop in 1900 amounted to 24 million bushels; in 1910 crop amounted to 58 million bushels and the acreage is being constantly increased. Near Shreveport alfalfa yields from three to six tons to the acre and from 7,000 to 8,000 acres are planted in this crop. Oats run from forty to eighty bushels to the acre. The culture of peanuts is another factor in the development of these farm lands and produce from fifty to sixty bushels to the acre, selling ordina-



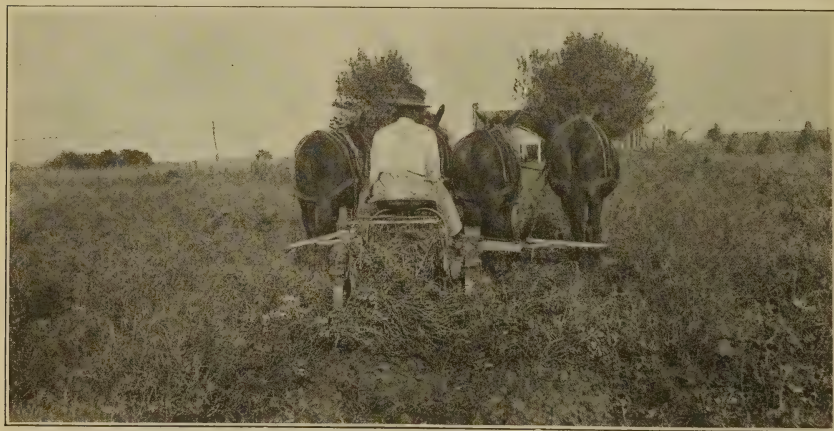
NORTH LOUISIANA COTTON, ONE BALE PER ACRE.



FIFTY ACRE FIELD OF OATS, 84 BUSHELS PER ACRE.

rily for \$1.00 per bushel. The ordinary run of field crops in Caddo Parish, as reported by Mr. E. M. Adger, United States Farm Demonstration Agent, Belcher, La., is as follows: Alfalfa—Best adapted to stiff alluvial lands; five to six cuttings are usually made and, sometimes, seven; first cut usually in April; last, September and October, and has been cut in January; total cutting, three to four tons per acre. Price, f. o. b. shipping station, \$10 to 12 per ton. Good for grazing purposes practically the whole year. Corn—Best adapted to sandy or mixed alluvial lands and sandy hill soils. Same soil for oats. Native seeds should be used; planting is done from 15th of February to 15th of March—first to tenth of March the usual time. From forty to seven-

ty-five bushels can be raised on the mixed alluvial lands; from 30 to 40 on sandy and old mixed alluvial; from 20 to 50 on high lands, depending on cultivation methods; pulled from first of September to thirteenth of October, sometimes in August. Average price 50 to 75 cents, f. o. b. shipping station in shuck, usually followed with oats. Cow peas are often planted with corn and then used as pasture. Oats—Planted in October will furnish pasturage for hogs and cattle during the winter. Take stock off in March; can then be cut latter part of May. Sixty, seventy-five and even eighty-four bushels have been raised. The Hayti Planting Company, Dixie, Caddo Parish, raised 84 bushels per acre on fifty acres. Price 45, 50, 60, 75 cents per bushel, accord-



HARVESTING PEANUTS, CADDO PARISH, LA.

ing to the demand. Seventy-five cents per bushel this season. The land can then be broken and either of the following crops planted: Spanish peanuts, 30 to 50 bushels per acre, when planted then, or Mexican June corn, 25 to 40 bushels per acre. Same price as other corn. Five to ten bushels of cowpeas can be grown per acre among the corn, value \$1.50 to \$2.00 per bushel. Spanish peanuts grown as a regular crop are planted about April 1st and are harvested at the end of August. Forty, fifty and sixty bushels are raised to the acre. They bring 75 cents per bushel at the mill and \$1.25 per bushel for seed. There is also a yield of one and one-half tons of peanut hay which will pay for the cultivation. This crop can then be followed with fall oats."

The hill lands and cut-over pine lands are also capable of producing excellent crops and are being brought into cultivation rapidly. In the earlier history of Louisiana, the largest plantations were devoted to the production of one staple crop, which was the rule rather than the exception, and most of these were located convenient to navigable water. The construction of railroads, the building of new cities and towns and changes in labor conditions have made it desirable to cut these plantations up into smaller farms, and this is being done now in many places.

Southward from Shreveport for a distance of about 100 miles a ridge or backbone extends into De Soto, Natchitoches, Sabine and Vernon Counties, lying between the Sabine and Red Rivers. The elevation varies from 250 feet in Vernon Parish to over 400 feet in De Soto Parish, and it is traversed by the Kansas City Southern Railway its entire length. It is a country that is high, airy, free from stagnant waters and affording the best potable water in abundance, having thousands of springs and numerous small streams. The water is soft and when obtained from wells is usually found at a depth of thirty to forty feet.

It is a country of diversified soils, good crops, good lands, good climate, good health, good people and splendid opportunities.

It is neither flat nor level, but undulating, rather than hilly. It is just rolling enough to insure good drainage, but not steep enough anywhere to wash the land. The ridges are all smooth and tillable and the valleys broad and long. The natural pasturage is exceptionally good and for the raising of live stock, no country produces feed-stuffs more abundantly than do the parishes in this highland region of Louisiana.

The Louisiana farmer is not of necessity compelled to rely on one or two staple crops for his income. His range of production is greater than it is anywhere else in the United States. The climate compels an Iowa or Minnesota farmer to devote nearly all his land to either corn or wheat or quick growing forage, whereas the Louisiana farmer produces a variety of crops and more than one crop on the same land each season.

Among the crops produced in 1909 in Louisiana were 26,010,286 bushels of corn, valued at \$16,480,277, grown on 100,942 farms, average corn acreage 15.8 acres; 420,033 bushels of oats, valued at \$250,588, grown on 4,579 farms, average acreage 6.5 acres; 573,696 bushels of peas and peanuts, valued at \$674,594, grown on 20,822 farms, average 2.8 acres; 9,717,089 bushels of rough rice, valued at \$8,007,055, grown on 6,142 farms, average 50.2 acres; 245,815 tons of hay and forage, valued at \$2,433,101, grown on 15,476 farms, average 12.3 acres; 5,434,611 bushels of Irish and sweet potatoes, valued at \$3,282,040, grown on 70,304 farms, average 1 acre; 268,909 bales of cotton, valued at \$17,324,804, grown on 743,373 farms, average 12.9 acres devoted to this crop. The alfalfa crop amounts to 28,146 tons, valued at \$376,562, and grain crops, cut green, to 127,126 tons, valued at \$1,131,280, clover alone 15,287 tons, valued at \$171,170.

The Chamber of Commerce of Shreveport, La., E. L. McColgin, secretary, has available much detail information concerning the city and adjacent county, which will be cheerfully furnished to any one interested.

Railway Economics

THE TRANSPORTATION TAX.

Kansas City, Mo., October 25th, 1911.

We have of late heard a good deal referring to the railroad earnings of the country as a tax on the people. Writers and public speakers have taken the total earnings of the railroads for the year ending June 30, 1911 (\$2,700,232,308.00), and have stated that such was a tax of \$35.00 on each individual; \$140.00 per family, and an impost, or tax, of \$5.00 per acre on all the improved land in the United States;

To speak of the cost of transportation as a tax, or impost, is as ridiculous as to speak of the cost of food or clothing, or the rental cost of a house as a tax on the people. In the complex organization of modern society every person contributes to the welfare of practically every other person; thus it would be as sane to speak of the farmer levying a tax on each American family for the food he furnished them as it is to call the cost of transporting that food a tax. The farmer and the railway each perform a service of value to the consumer; the one in producing, the other in bringing to him the articles required by him; and they are equally worthy of compensation for the service they respectively perform.

The latest report of the operations of the railroads of the United States, compiled by the Interstate Commerce Commission, is that for the year ending June 30th, 1909, which shows the following:

Total earnings.....	\$2,419,299,638
Number of employees.....	1,502,823
Total wages paid	988,323,694
Average per employee.....	\$657

The census report just published on the manufacturing industries of the United States, for the year 1909, is as follows:

Total value of products.....	\$20,672,052,000
Number of employees.....	7,405,313
Total wages paid.....	\$ 4,365,613,000
Average per employee.....	\$599

The Year Book of the Department of Agriculture, just published, shows the value of all farm products, for the year 1910, to be

If the allegation of the writers and public speakers referred to is correct, that the cost of transportation is a tax on the people, it would be equally as fair to assume that the value of farm products and the value of manufactured goods is also a tax on the people, and the statement would read as follows:

Tax
Per im-
proved
Family. Acre.

Railroad earnings ...	\$ 2,419,299,638	\$ 124	\$ 5.07
Value of manufactured products	25,672,052,000	1,056	43.30
Value of farm products ...	8,926,000,000	456	18.70

The report of the Interstate Commerce Commission for the year ending June 30th, 1909, referred to, shows the total tons handled by the railroads to be 1,459,700,699. Of this, there was handled in products of agriculture 149,595,693 tons, and of products of animals 39,053,045 tons. This same report shows the number of tons carried one mile by all railroads to be 218,802,986,929 tons, an average haul for each ton of freight of approximately 150 miles. The average rate per ton per mile, according to this report, was .00763. Allowing the railroad the average haul on both the products of agriculture and animals, which would be 28,297,310,700 tons one mile, at the average rate of .00763 per mile, their earnings would be \$215,908,480.64; dividing this amount among the 19,575,000 families in the United States the so-called railroad tax on the food products of the farm we find to be \$11.03 per family per annum.

The Interstate Commerce Commission report the other tonnage of our railroads, for the year ending June 30th, 1909, to be as follows:

From the mines.....	771,208,948 tons.
From the forests.....	165,476,196 tons.
Manufactured articles....	215,886,051 tons.
Merchandise and other commodities	118,480,766 tons.

Total1,271,051,961 tons.

With the exception of coal for domestic consumption; agricultural implements; wines, liquors and beer; sugar, and other manufactured foods; boots, shoes and clothing (a very small per cent of the total), this tonnage went into the manufacturing industries and building trades, benefitting millions of people, who could not have made their living without the aid of the railroad, which institution is entitled to compensation for doing its part in the social and industrial fabric of our Nation, and such compensation cannot in any sense be considered a tax on the people.

J. F. HOLDEN, Vice-President.

SOME FACTS FOR THE AMERICAN CITIZEN TO CONSIDER.

The total operating revenues of the railways of the United States for the last fiscal year averaged \$32.87 per mile per day. This is the average amount received for each mile of line for each day for carrying freight, passengers, mails and express. These total operating revenues are 19 cents per mile per day less than for the fiscal year ending June 30th, 1910. This is equivalent to an aggregate decrease for all the railways for the entire year of nearly \$17,000,000.

The total operating expense averaged \$22.58 per mile per day. This is the average amount paid for each mile for each day for salaries, wages, fuel and other supplies, expenses of maintaining tracks, stations and bridges and of maintaining and operating cars and locomotives. From the reports of ninety-five per cent of the railway mileage, which excludes railways under fifty miles long, it appears that operating expenses for the year ending June 30th, 1911, are the highest on record. They are 65 cents per mile per day higher than for the previous fiscal year and this makes an aggregate increase of over \$56,000,000 for all the railways for the entire year. This is notwithstanding the rigid economies in operation, the retrenchment in labor forces and the cutting down in maintenance expenses.

Revenue decreased.....\$17,000,000
Expenses, excluding taxes, increased 56,000,000

Total decrease 73,000,000

A YEAR'S PROGRESS ALONG THE KANSAS CITY SOUTHERN RAILWAY.

It is a good thing to know, if you happen to own a railroad, how the people along the line are prospering, and to this end a careful inquiry is made each year to ascertain how many new people have settled on the line and what improvements were made by the newcomers and the older residents. The agents of the railway, the local commercial clubs, banks and real estate men are appealed to for information concerning a strip of country ten miles wide and extending the full length of the line. No man guilty of possessing reliable information is allowed to escape and the aggregate or summary of the several hundred reports received for the year 1911 is given below.

There appear to have been 3,174 land sales along the line, comprising 866,145 acres and having a value of \$16,002,624. Of these, 2,279 land purchases, comprising 244,-

935 acres and valued at \$4,658,113, were for agricultural purposes only and to be settled upon by the purchasers. Twenty-eight sales, comprising 515,099 acres and valued at \$10,046,051, were commercial or industrial purchases, the lands being purchased either as timber land, oil land, coal land, lead and zinc land or as unimproved agricultural land to be improved, subdivided and sold to prospective settlers. The number of farms in cultivation in 1910 within five miles of the railway track was 20,047, comprising 1,264,869 acres. The new farms opened in 1911 numbered 795, comprising 98,802 acres, the improvements, being valued at \$1,006,100. The new orchard, berry and truck plantings, numbered 72, comprising 7,309 acres, the improvements being valued at \$292,360. Including the new farms, there appear to be in cultivation along the K. C. S. Ry. at the end of 1911, 20,914 farms, comprising 1,371,007 acres, all within five miles of the railway track.

The general summary is as follows for 1911:

	Enter- prises.	
Sales of agricultural lands.....	2,279	\$ 4,658,113
New farms opened — im- provements	795	1,006,100
New orchards, berry and truck plantings	72	292,360
Land sales, industrial and commercial	28	10,046,051
New dwellings in towns.....	2,220	2,160,020
New commercial buildings.....	174	3,007,650
Churches and schools.....	54	1,308,375
Public buildings, etc.....	34	1,711,160
Warehouses, cold storage, etc.	28	229,800
New hotels and improve- ments	35	363,207
Waterworks, electric lights	46	2,114,485
Parks, pleasure resorts, etc.	38	553,050
Streets, roads and sewers..	23	1,912,380
Telephone, telegraph serv- ice, etc.	16	446,350
Lumber and wood working industry	25	3,066,500
Mining industry, etc.	88	3,010,000
Factories, mills, etc.	100	3,482,000
Petroleum industry.....	67	17,987,892
Railways, trams, canals, etc.	31	6,822,332
New mercantile establish- ments	204	5,363,800
New banks, etc.	19	1,175,000
Totals	9,576	\$70,716,627

New people settled on the line from July 1, 1910, to June 30, 1911, 23,335.

Zwolle, Sabine Parish, Louisiana

Zwolle, La., is an incorporated town of about 2,200 people in Sabine Parish, 622 miles south of Kansas City, Mo. It is in the long leaf pine region of Louisiana, and has the yellow pine saw mill and planer of the Sabine Lumber Company, which has a daily output of 100,000 feet, and employs 450 men, and also the Hale-Gibson-Driver hardwood saw mill, which keeps 100 men busy and turns out 50,000 feet of hardwood lumber daily. The town has a waterworks system, an ice plant costing \$25,000, electric lights, a bank, cotton gin, a lumber tram line, about twenty mercantile establishments with stocks valued at about \$100,000, two hotels, three churches, a commodious public school, a hall for public meeting, telephone service, several lodge buildings and a newspaper. The public improvements during 1910 and 1911 have cost \$42,000. The monthly shipments of lumber exceed 250 car loads and the cotton crop varies from 500 bales to 2,000 bales annually. There is also a considerable export of cattle, wool and hides. Extra early truck is also shipped in car load lots. Oil indications in the vicinity are numerous and lignites and valuable clays abound.

Zwolle is healthfully located and the vicinity for many miles is entirely free from stagnant waters or other causes of disease. Land in this part of Louisiana is very cheap as compared with other localities, due to the fact that the country was originally heavily timbered and made accessible by rail only in the last 14 years, at which time the K. C. S. Railway was built. The lands are fertile and easily cultivated. Cotton, until easy transportation was provided, was the preferred crop, because it could be stored indefinitely and could be hauled almost any distance by wagon without damage. With the now available transportation facilities more grain is grown and more livestock is produced and the quality of the livestock greatly improved. The saw mills in Zwolle and other towns nearby have created a good local market for fruit, vegetables, meats and forage and almost any crop of any kind can now be profitably grown and quickly marketed. The location enables the fruit and truck growers to reach the Northern market with their products very early in the season and so, in the early part of the year, there is also a very good

market in the Northern cities for vegetables, potatoes, strawberries, peaches, and any fresh food stuff that can be produced.

The land can be easily cleared and the clearing is not expensive if done by the farmer himself. The earnings per acre are approximately: In onions, \$100 per acre; watermelons, \$100 per acre; cantaloupes, \$75 per acre; cabbage, \$75 to \$100 per acre; tomatoes, easily \$100 per acre. One man from Mississippi raised and canned 1,000 cans of tomatoes, which he sold for 10 cents per can. Irish potatoes will easily make \$75 per acre and by planting them in January they can be marketed in May to be followed by a sweet potato crop on the same land, worth at least \$50 per acre. Strawberries yield about \$125 per acre and can be put on the market at the end of March. Radishes are worth \$100 per acre, lettuce \$75 and Tabasco peppers \$400 to \$500 per acre. Pears do splendidly here, but the summer apple is the proper kind to grow, as the winter varieties do not acquire the fine flavor of the Northern winter apple. Figs, strawberries and blackberries grow luxuriantly here, and are grown with profit. The grape does as well as any of our other fruits. Sheep, cattle and hog raising are profitable. The climate is mild, water of excellent quality and the pasturage good. Until the country is more densely settled there will be free pasturage for some years to come.

All things considered, this is an ideal location for the man who has a little money, not much, but some. He can start in the store, in the shop, or as the renter of a small farm. A capital of \$500 to \$2,000 will not possibly purchase enough land in the North to make an independent living for the family, but such a sum of money will do all of that, if wisely handled in this section of the country.

One old gentleman, with wife and son, coming with a party of twelve from South Dakota, purchased a four-acre farm within the city limits, which cost him \$400. Up to September 1, 1911, he had raised and sold over \$300 worth of truck and had corn, potatoes, tobacco and many things left for his family's use, besides living on the proceeds of his gardening which yielded an income of \$25 per month for every month

in the year. As fuel can be had for the hauling he had no fuel expenses, as he would have had in the North. I personally handled four acres of the poorest land I could find and had it planted in cotton, hiring all the work done and paying a cash rent for the ground. The receipts were \$100 worth of cotton and the expenditure \$40, leaving a profit of \$15 per acre, enough to pay for the land, which it did.

Twenty-three people from Indiana, South Dakota and West Virginia have settled here and thirteen more from six different states have purchased land with a view to settle on it later on. Zwolle wants a bakery, a laundry, a lawyer, wagon shop, brick yard and some other things, concerning which, or for other information, write to the Sabine Enterprise, newspaper, or

H. A. MINER, Zwolle, La.

Gentry, Arkansas

(By JOHN LANDGRAF)

Gentry is 222 miles south of Kansas City on the Kansas City Southern route, almost midway north and south in the western half of Benton County, the northwest county in the state of Arkansas. It is on a high, level plateau, with a beautiful prairie country, interspersed with groves of young timber on the west, rolling timber lands with an occasional rich valley on the east, a fine, fertile valley on the north and Flint Creek valley on the south; and still farther south a very level country—mostly prairie. All this country is well watered by springs and cool running brooks. Gentry is the highest point in the county on the railroad, being 1,238 feet above sea level. On account of this elevation and the fine, fertile land, it was selected by the Ozark Orchard Co. as a site for the largest orchard in the world. Hence, for five miles on either side of the railroad, they have a continuous orchard. Gentry has two splendid brick school buildings, and one of the best schools in the state, which, together with the principal's home, was erected at a cost of \$20,000. Gentry has a flour mill, canning factory, two evaporators, two fruit shipping associations, five church organizations with buildings, auditorium; the \$10,000 Elberta hotel, with lawn occupying one-half block of the most beautiful grounds to be seen anywhere; the Citizens' Bank, one of the strongest financial institutions

in the county; a splendid system of waterworks, electric lights, telephone systems, four rural routes, fire department. There are about 2,500 people within a radius of two miles of the business district. Our principal streets have wide, substantial cement walks on either side. Our taxes are light—17½ mills for all purposes. Our state and county are out of debt. Gentry is the largest apple shipping point on the Kansas City Southern Railroad and the largest strawberry shipping point in the state. Commercially, Gentry is the best town in northwest Arkansas; the fruit shipments exceeding those of any other town its size. Gentry is surrounded by more good prairie, timber and bottom land than any other town in northwest Arkansas.

Gentry is in the heart of the greatest fruit country in the world. The home of the "big red apple" and the Elberta peach and the paradise of the small fruit grower.

There is no better soil or timber anywhere; the soil is deep and rich and produces corn, oats, wheat, rye, and other staple crops, alfalfa, red clover, timothy, and the various grasses. Nature has established a veritable storehouse in Arkansas that only awaits the opening of the door by the industrious farmer.

The facilities for shipping products are excellent and there is always a ready and profitable market for the products of the country.

Neosho, Missouri and Surroundings

Neosho is a town of 3,700 people in the southwest corner of Missouri, on the southern slope of the Ozark uplift, with an altitude of 1,050 feet above sea level. It is on the main line of the Kansas City Southern and the St. Louis and San Francisco railroads, and is the present terminus of the Missouri and North Arkansas Railway. The latter is a new line extending from Neosho southeast to the Mississippi River, traversing a hitherto undeveloped territory. St. Louis is 310 miles, and Kansas City is 174 miles from Neosho.

The greater part of the town is in a broad valley or basin, surrounded by magnificent wooded hills. Through this valley flows one large stream, to which is added a great number of smaller tributaries. These streams thoroughly drain the land upon which Neosho is built and render its sanitary condition perfect. Owing to its abundance of pure water, Neosho has come to be recognized as a health resort of no small pretensions. Numerous springs flow from the limestone formation of the hills surrounding the town. One, a mammoth spring, flowing millions of gallons of water daily, has its origin at the foot of a limestone bluff within three blocks of the city square, the very heart of the town. There are no less than ten ever-flowing springs within the corporate limits of the city, and almost innumerable springs within a short distance in any direction. The United States government thought so well of Neosho's springs that it located one of its largest fish hatcheries here, covering sixteen acres. To the north of town are the saline or salt springs, to the south and west are the gypsum or alkali waters, while the town itself is blest with clear and exceedingly cold water, absolutely free from all impurities. The Indian, who, in the earlier days wandered at will over the country, was the best judge of the value of its waters, and to him we are indebted for the name Neo-sho, which in his language means: Pure Water.

Neosho is rapidly acquiring a reputation as a summer resort; its beautiful hills and valleys afford delightful places for "camping out." Shoal creek, a fairly large stream, flowing within a mile of the town and furnishes the lover of outdoor sports an excellent opportunity for boating, bathing and fishing. The gamey bass, trout and channel catfish, as well as perch, bream,

croppie, and many other varieties of fish abound in the streams of Neosho and vicinity.

Neosho is the county seat of Newton County and is also the largest city in the county. While general farming is the engrossing pursuit of the people of Newton County, fruit and berry growing, poultry raising and the raising of fine live stock have reached great proportions. Through refrigerator fruit service is maintained to the great northern markets. Strawberries are grown extensively, about 1,200 acres being devoted to this fruit. The acreage in apples and peaches is very large and among the other products are grapes, plums, gooseberries, raspberries, blackberries, dewberries, sweet and Irish potatoes, tomatoes, radishes, beans, sweet corn, cantaloupes, onions, corn, wheat, oats, sorghum, clover, timothy, millet and blue grass. The poultry and egg production is very large.

The states of Washington, Idaho and Oregon combined have 16,000,000 apple trees, while Missouri alone has 25,000,000. The apple profits per acre in the Neosho region are from \$100 to \$300; the peach orchard is equally profitable. Neosho is the most prominent strawberry growing point in Missouri. The shipments average 100 carloads per season, with 500 to 600 crates to the car and an average price of \$2 per crate. Other fruits have yielded proportionate profits.

Neosho is one of the most attractive small cities in the state and the residence portions are well shaded and have hundreds of beautiful dwellings. Among the prominent industrial enterprises are three flour mills, two grain elevators, a foundry, a plow factory, a crupper factory, a planning mill, sash and door factory, ice plant, creamery, and bottling works. The city has some thirty or forty mercantile establishments and three banks with a combined capital of \$140,000, resources of \$1,112,246 and deposits of \$887,065. It has a prosperous building association, 13 churches, the construction of which cost \$109,500, an electric light plant and four public school buildings, with an attendance of 1,762 pupils.

There is a permanent display of the county's products at Neosho open at all times to the inspection of visitors. This is maintained by the Neosho Commercial Club from which specific local information may be obtained.

Spiro, Oklahoma

(Spiro Tribune.)

The Latin word "Spiro" means "I breathe," which is only another way of saying, "I am alive"—and Spiro is very much alive. To be perfectly frank, there are more evidences of life in this town than can be found in any other community within a radius of a hundred miles. Spiro has been growing by leaps and bounds during the past year, Spiro is growing rapidly at the present time; and a phenomenal growth for Spiro during the year 1912 is already assured.

If you were to ask one of our business men why this town keeps on growing, he would perhaps reply that it is because she just can't help it—it's in her! We've got the stuff right here that towns are made of and we've got it in inexhaustible quantities. Surrounding this burg is the best agricultural country that ever laid out of doors, our climate is ideal and is adapted to the production of cotton, corn, oats, wheat, potatoes, alfalfa, hay, goobers, bermuda, garden vegetables of all kinds, watermelons, Kaffir corn, cowpeas, sweet potatoes, and any other crop that a farmer would want to raise. We are in the forty inch rainfall belt, and that means that we don't have such a thing as a total crop failure. It is true that some years are not so good as others, but we never had a complete failure and (judging the future by the past) we never expect to have one. The rich Arkansas bottoms never fail, and our uplands always produce a good crop of either corn or cotton—usually both. Farm land here is yet comparatively cheap, but it is increasing rapidly in value. This is an ideal country where a poor man can get a start and where a man with capital can make safe and profitable investments.

This country is underlaid with natural gas. Several producing wells have already been drilled, and drilling operations are in progress at the present time. The extent of the gas field is at present unknown, but the indications are that it will develop into one of the most productive fields in the mid-continent belt. A franchise has been granted and gas is being piped into town for both fuel and lighting purposes. In addition to natural gas, an abundance of coal is to be had near at hand. The nearest mines at the present time are eight miles

away, but this whole region is known to be underlaid with several veins of coal. It is profitable to mine the mineral and it only awaits capital for its exploitation.

The Arkansas River bottom furnishes an easily available supply of glass sand, and a high grade of brick shale is to be had within a radius of two miles. Considering the fine timber within easy reach and our facilities for grain, cotton and fruit production, our prospects are very good for becoming a manufacturing city of importance in the near future.

Situated as she is at the junction of two railroad systems, Spiro enjoys exceptional shipping facilities. We have an East-and-West road, giving us direct connection with Little Rock and Memphis on the east, and with Oklahoma City on the west. Our North-and-South road puts us in touch with Kansas City on the north, and with New Orleans, Galveston, and Houston on the south.

Our citizenship is made up of a sturdy, law-abiding, liberty-loving people from north and south. They are noted for their thrift and energy, push and hustle so characteristic of the north and for their hospitality, loyalty, integrity, and sobriety, characteristic of the better class of people inhabiting the older settled states of the south. The town maintains a free graded and high school, which ranks with the best to be found anywhere. The school building is modern and well equipped in every way. The town is justly proud of its school and no pains or expense is spared to make it a credit to the town and to the community.

The leading religious denominations have church edifices, and the organizations are, without exception, in a prosperous and growing condition.

Spiro has the largest stocks of merchandise to be found in eastern Oklahoma. Four of our retail firms do a larger volume of business than the entire trade of all retail firms in any other town in the county. The cotton buyers in Spiro probably buy more cotton than all other buyers in the county combined, and twice as many potatoes are shipped from this point as are shipped from all other towns in the county. We have

two strong banks with combined resources exceeding a quarter of a million dollars. One of these, The First National Bank, has the finest home in this part of the state, the other and older bank, The Choctaw Commercial, is the largest state bank in the county.

Not the least of our advantages is our salubrious climate. As the thermometer seldom gets below sixteen degrees above zero in winter, we have an ideal winter climate, and situated as we are in the foothills of the Ozarks, our altitude insures us against sweltering heat. The severe wind and sand storms of the prairie regions of the western plains are unknown here.

This is destined to become a great fruit country. The soil and climate are especially adapted to the raising of peaches, small fruits, and berries. In yield of peaches per acre we surpass the famous Georgia peach belt, and the flavor, color and quality of our fruit is unexcelled. When it is remembered that we have direct railroad connection with the northern markets, our advantages as a fruit country will be readily seen.

The Tribune extends to good people everywhere an invitation to come and help us develop this country. There are opportunities here waiting to be grasped by people with push and energy.

Opportunities for Business

Gillham, Sevier County, Arkansas.—Population, 400; south of Kansas City, Mo., 421 miles; altitude, 784 feet. Lumbering is the principal industrial pursuit of the town's population and three sawmills, with a joint capacity of 37,000 feet, are in operation. Gillham is situated in a mineral belt which is about seven miles wide and about forty miles long, extending from the Saline River, in the eastern part of Sevier County, far into Oklahoma, the general direction being from northeast to southwest. The minerals found in this region are lead, zinc, copper, antimony, iron ore and some manganese. The ore is found in five or six parallel mineral veins from 3 to 20 feet wide, extending across the northern part of Sevier County. Lead, zinc and antimony ore have been mined more or less exhaustively, but there has been no continuous, systematic mining as mining is conducted in other localities. The possibilities for the mineral development of this section are promising, and it is only a question of time when this mineral country will be systematically mined.

The country in the immediate vicinity of Gillham is more or less hilly, but there is a large acreage of good tillable land, much of it now in cultivation. The annual cotton shipments run from 900 to 1,500 bales, in addition to which there are shipments of peaches, strawberries, poultry and eggs, cattle and hogs, 200 carloads of pine lumber, 75 carloads of railroad ties and 2 carloads of hardwood lumber.

In Gillham are three general merchandise stores with stocks aggregating \$65,000, two hotels, two churches, a public school, State Bank and The Gillham Real Estate Co.

Land Values.—Lands good for general farming, stock raising, fruit and truck growing, unimproved, can be had for \$5 to \$10 per acre; improved land, \$10 to \$30 per acre.

Business Opportunities: Wanted—Newspaper and printing office. Good opening for a brick and tile factory, fruit and vegetable cannery, fruit evaporator, cooperage plant and box factory. Abundant raw material for railroad ties and staves. Antimony, lead, zinc and iron ores to be mined. Address Bank of Gillham, Gillham, Ark.

Howe, LeFlore County, Oklahoma.—Population, 850; south of Kansas City, Mo., 333 miles; located at crossing of the Kansas City Southern and the Choctaw, Oklahoma & Gulf branch of the Rock Island railways.

There are 51,000 acres of segregated coal lands in the immediate vicinity. Several mines and a coke plant are operated by the Degnan-McConnell Coal Company, with a monthly output of about 2,000 tons. As soon as the government arranges for the disposition of the coal lands, a large mining industry will develop.

The shipments of surplus products from Howe in an ordinary year amount to about 1,000 bales of cotton, 2,000 to 3,000 pounds of poultry, 600 to 1,000 cases of eggs, 20 to 40 carloads of cattle and 15 to 25 carloads of hogs.

There are in Howe, the Degnan-McConnell Coal Company, a commodious hotel, a flour and gristmill, four cotton gins, bottling works, three churches, a livery barn, a good graded school and 15 to 20 larger mercantile establishments.

Opportunities for Business: Wanted—A

bakery, a National Bank, another hotel. Good timber convenient for a hardwood saw-mill and a planing mill. Good opening for a coke manufacturing industry and coal mining. A cannery could get all the fruit and vegetables needed, and an electric light plant would do well here. Address for information, John Begley, Howe, Oklahoma.

Joplin, Jasper County, Missouri.—Population 32,037 within the city limits, 34,694 in Galena township. Junction point of the Kansas City Southern, Missouri Pacific, Missouri, Kansas & Texas, St. Louis & San Francisco, Missouri & North Arkansas railways and 175 miles of interurban electric lines connecting suburban towns within a radius of twenty miles. The city is the financial and commercial center of the great Joplin lead and zinc mining district, yielding an annual revenue varying from \$14,000,000 to \$15,000,000. The output for 1910 amounted to \$14,262,204, and consisted of 296,976 tons of zinc, and 44,419 tons of lead. Both ores are found under the city and extend for miles in all directions. Joplin is very convenient to an almost unlimited supply of the best and cheapest coal; has natural gas from the Kansas gas fields, affording another cheap fuel supply, and furthermore receives from the Spring River electric plant 300,000 horsepower, which is distributed from this point. The needs of the mining camps require manufactures of many kinds, and Joplin is particularly fortunate in having at hand very abundant and cheap supplies of fuel and power. There are in Joplin thirty-four manufacturing concerns, including many branches of industry. The industrial payroll of the city is between \$6,000,000 and \$7,000,000 per annum. The wage account of the mines alone is \$80,000 per week.

As a city Joplin is fully equipped with everything needful for commercial or industrial development or for comfort or convenience. It has 150 miles of paved and macadamized streets, 150 miles of concrete sidewalks, 100 miles of electric and interurban railways, 207 miles of gas mains, 108 miles of water mains, two telephone systems, with over 8,000 telephones in the city and 14,000 connected telephones, 40 miles of sewerage, 5 lines of railway, 2 court houses, a municipal electric light plant, 19 modern school buildings, with 170 teachers, a fine high school, forty churches, built at a cost of \$500,000; a Y. M. C. A. building

costing \$25,000, Y. W. C. A. building costing \$10,000, orphans' home, \$20,000; hospital, \$125,000, U. S. postoffice, \$150,000; public library, \$50,000; Elks' Home, \$75,000; a large business college; union depot and accessories, \$300,000; twenty-two good hotels, one of them, the Connor, costing \$1,000,000; a fine large opera house, an auditorium seating 3,000 people, three daily newspapers, 19 wholesale houses, seven banks with deposits aggregating \$7,000,000. The assessed valuation of property in Joplin is \$8,387,494, that of Jasper County \$24,879,334.

The annual wholesale business of Joplin is estimated at \$2,891,000; the output of the forty-three large and small manufacturing plants, \$2,470,000; the output of the mines, \$14,262,204. The retail trade is represented by more than a hundred groceries, forty or more in miscellaneous lines of business. The country round about Joplin is dotted with hundreds of mines, interspersed with farms in a high state of cultivation. About 10,000 acres in the immediate vicinity of the city are devoted to general farming and about 3,000 more to truck growing, the entire output being consumed at home. The value of the farm products of Jasper County is estimated at between \$7,000,000 and \$8,000,000.

The improvements made in the city in 1910-1911 consisted of 200 dwellings costing about \$300,000; 8 business buildings, \$560,000; hotel improvements, \$10,000; hospital addition, \$75,000; one public school and several additions, \$230,000; theatre improvements, \$25,000; park improvements, \$15,000; waterworks improvements, \$10,000; electric light enlargements, \$15,000; ice plant, \$50,000; telephone improvements, \$50,000; a wholesale produce firm, \$50,000; dry goods firm, and Joplin Trust Company, \$50,000.

Business Opportunities: Wanted, shoe factory for miners' shoes, harness factory, wholesale implements, wholesale dry goods, wholesale clothing, wholesale furnishing goods. The vast output of lead and zinc, the very cheap and abundant fuel and power and the splendid transportation facilities offer fine opportunities for the manufacture of sheet lead, lead foil, shot, lead and zinc paints, zinc sheeting, roofing, etc., as there are more than 200 mines to draw raw material from. There are good openings for a pick and shovel factory, wheelbarrow factory, gas and gasoline engine factory, factories for all kinds of mining tools and machinery and farm machinery. Address for information, F. L. Yale, Secretary Commercial Club, Joplin, Mo.

Miscellaneous Mention

The South Joplin Boosters' Club recently made a count of its manufacturing and mercantile enterprises and finds that about one million dollars have been invested, 500 persons are employed and a weekly payroll of \$3,500 is maintained. Among the factories in South Joplin are the following: James Cabinet Works, \$15,000; Cogfizer & Co., \$8,000; Junge Baking Co., \$150,000; Weide-man Ice Cream Co., \$1,500; Empire District Substation, \$40,000; Joplin Mattress Factory, \$1,000; Joplin Rug & Carpet Works, \$4,500; Webb City Foundry & Machine Works, \$3,500; Joplin Sash & Door Works, \$40,000; Ludwig Baking Co., \$800; Lawmaster's Bakery, \$800; United Iron Works, \$300,000; Dunham Mfg. Co., \$10,000; Saratoga Chips Mfg. Co., \$800; Joplin Hay Co., \$20,000; Brand-Dunwoody Milling Co., \$150,000; Rogers Mfg. Co., \$40,000; Minerva Candy Co., \$600; Excelsior Boiler Works, \$25,000; Joplin Ice Cream Factory, \$20,000; J. W. Kemerer Wagon Factory, \$15,000.

The State Bureau of Labor Statistics, in a recently compiled report, states that there were in operation in the city of Joplin in 1910, two hundred and forty-three manufacturing establishments, which turned out manufactured products to the value of \$5,061,548, showing a gain of \$914,014, or 22 per cent over the preceding year. The largest industry was smelting and separating of ores, the value of the goods produced being \$2,130,488. Thirteen foundries and machine shops had an output valued at \$563,572. The flour, feed and meal products were valued at \$329,824; the output of the six printing and four publishing concerns was valued at \$237,746. The money invested in grounds, buildings, machinery, tools, fixtures, etc., was \$4,034,440. The cost of materials and supplies used was \$2,768,500; salaries and wages \$914,310; rent, taxes and insurance, \$112,086; miscellaneous disbursements, \$270,830; total disbursements, \$4,066,237. Value of products, \$5,061,548. Total number of employees, 1,746. The value and quantity of ores handled in Joplin during the year 1911

is as follows: Zinc blende, 494,631,471 pounds, value, \$9,925,145; calamine (zinc) 38,133,422 pounds, value \$473,798; lead, 92,487,777 pounds, value \$2,656,568. Total value \$13,055,511.

The U. S. Poultry Statistics compiled for the census of 1910 contain the following information: Total number of fowls reported in 1910 was 295,880,000 and their total value was \$154,633,000 or an average value of 52 cents. Nearly 95 per cent of all the fowls were chickens. These numbered 280,345,000 and their value was \$140,206,000, being fifty cents each. The turkeys numbered 3,689,000 and were valued at \$6,606,000, the average value being \$1.79. The other poultry consisted of 2,987,000 ducks, 432,000 geese valued at \$4,762,000 and 5,361 ostriches valued at \$1,696,000 or over \$300 each. The ostriches were reported from Arizona, Arkansas, California, Florida and Texas. Iowa ranks first in the total value of poultry, the value being \$12,270,000. The poultry of Texas is valued at \$4,807,000.

The county assessors in various parts of the country have been busy of late. Jasper County, Missouri, has an assessment for 1911 as follows: Lands, \$7,644,595; town lots, \$10,678,994; personal property, \$5,368,415; total, \$23,634,043. Caddo Parish, Louisiana, total assessments for 1911, \$23,097,020; Benton County, Arkansas, total assessment, \$7,055,093; Jefferson County, Texas, total assessment, \$44,764,328, showing an increase of \$3,431,659 over the preceding year. Sevier County, Arkansas, total assessment, \$4,247,145, showing a gain of \$453,360 over the assessment of 1910.

Glassmaking is a new industry along the line of the K. C. S. Ry. Last year one large plant was established at Texarkana, Ark.-Tex., which manufactures window glass. At Shreveport, La., two large plants have been

established, one devoted exclusively to window glass making which will employ 300 men, and another plant which manufactures bottles and other glass ware. Very cheap gas fuel and an abundance of good glass sands, as well as excellent transportation facilities, have made both Shreveport and Texarkana desirable locations for enterprises of this kind. The Fort Smith Commercial League has a glass factory proposition, investment \$25,000, under consideration.

The oil statistics of the territory west of the Mississippi River have not yet been compiled and detailed information as to the output for the year 1911 is not available. The total output of oil, from the territory lying between the Mississippi River and the Rocky Mountains, for the full time the wells have been in operation up to January 1, 1911, was as follows: Texas production, 146,897,619 barrels of crude oil, valued at \$67,411,185; Louisiana production, 47,329,618 barrels of crude oil valued at \$21,801,854; mid-continent field, including Oklahoma and Kansas, 235,573,235 barrels of crude oil valued at over \$100,000,000, total 429,800,472 barrels of crude oil, valued at \$189,213,039. Of the output of the mid-continent field, Oklahoma is credited with 216,150,540 barrels and Kansas with 19,422,695 barrels.

The Texas output in 1910 came chiefly from Markham, Sour Lake, Humble, Spindletop, Powell, Corsicana, Petrolia and Electra, and for the year (1910) amounted to 8,603,862 barrels. The Louisiana output in 1910 came from the Caddo field (between Shreveport and Texarkana), Jennings, Vinton, etc., and amounted to 7,290,396 barrels, of which Caddo supplied 5,654,114 barrels. The output of the Mid-Continent field is given at 51,408,116 barrels, of which Oklahoma is credited with 50,408,116 barrels and Kansas with 1,000,000 barrels.

The corn club boys are with us again this year and it's a mighty good thing for the country that they are. They are giving their daddies and their neighbors some good lessons in farming and are demonstrating that very few of the old-timers are getting from Mother Earth what they should get, if they treated the old lady with the courtesy and respect she is entitled to.

On December 11 twenty-one boys from the Southern States, who won prizes this year for raising banner crops of corn, arrived in Washington and spent a week taking in the sights at the National Capital—one of the rewards of their efforts. Secretary of Agriculture Wilson presented each of the boys

with a diploma "in recognition of the good work done by them in the advancement of agriculture." They were also presented to President Taft.

Department of Agriculture officials in charge of the farm demonstration work point to the fact that six of these boys raised more than 200 bushels each on their acre of land, whereas last year this was done by only one boy. The average production among the twenty-one boys was about 175 bushels of corn per acre.

Bennie Beeson, 11 years old, of Monticello, Miss., who grew 227 and a fraction bushels on his acre at a cost of 14 cents per bushel, is the leading prize winner, having come within a bushel of the best previous record. In cheapness of cost James Hill of Alabama comes first, his 212 bushels having been raised at all average cost of only 8 cents per bushel.

The boys who visited Washington were: Eber A. Kinsbrough and Junius Hill, Alabama; Burley Seagrave and Walter Hale, Arkansas; Ben Leath, Arthur Hill and Monroe Hill, Georgia; Carl Duncan and Howard Burge, Kentucky; John H. Henry, jr., Louisiana; Bennie Beeson, Bernie Thompson and John Bowen, Mississippi; Charles Parker, jr., North Carolina; Phillip Wolf, Oklahoma; Miller Hudson and Claude McDonald, South Carolina; John V. McKibbin and Norman Smith, Tennessee; John A. Johnston, jr., Virginia and Edward Doyle, Illinois.

The yields obtained in 1910 by the corn club boys caused the older generation of farmers to "stop and take notice." Some of the results obtained are almost past the belief of farmers who have been getting an average of, say, 30 to 40 bushels of corn per acre in choice corn country in the Middle West. In one Mississippi county 48 boys averaged 92 bushels per acre. In one South Carolina county, 20 boys produced 1,700 bushels on 20 acres. In another county of the same state, 142 boys averaged 62 bushels per acre. One lad made \$1,000 from a single acre of corn. Jerry Moore of Winona, S. C., the champion corn grower of the world, got the amazing yield of 228 bushels to the acre. Stephen G. Henry, a 17-year-old boy of Melrose, Louisiana, carried off the highest honors for economical farming, producing on his acre nearly 140 bushels at a cost of 13½ cents per bushel. He won the first prize at the National Corn Show at Columbus, Ohio, at the Natchitoches Parish Fair, La., and the Louisiana State Fair at Shreveport. Joe Stone of Georgia, youngest and smallest of the National prize winners, is only 11 years of age, but he produced 102 bushels to the acre at a cost of 29 cents per bushel.

Many of the boys, who did not participate in the trip to Washington made splendid yields nevertheless. Among these was Bonnie Wear, of Ink, Arkansas, who produced 125 bushels and captured the prizes at the Polk County Fair and the Inter-State Fair at Fort Smith, Ark. That the elders are becoming interested is shown by Mr. Sam Holland, living near Eureka Springs, Ark., who produced 520 bushels on 4 acres, an average of 130 bushels to the acre. His corn weighed 63 pounds to the bushel.

De Queen, Ark., is just now enjoying an active immigration from Texas. During November seven families of substantial farmers from Hunt County, Texas, comprising forty-two people, arrived in six covered wagons, several coming by train. Their household goods followed by rail. All have selected farms and will engage in farming. Twenty people from Arlington, Texas, arrived December 28 and will make their permanent homes here. Three other colonies are reported to be making the trip overland and are expected soon to arrive.

In an official statement of the Census Bureau it appears that in 1909 the acreage in potatoes in the United States amounted to 3,669,000 acres. The production amounted to 389,195,000 bushels. The average production was 106.1 bushels per acre. The value of the crop was \$166,424,000.

In Texas, the acreage devoted to potatoes was 36,092 acres; the production was 2,235,983 bushels; the value of the crop, \$1,825,150. In 1909 the land devoted to potatoes yielded a return of \$50.57 per acre and an average price of 81 cents per bushel.

Mr. Joel Pitman of McNeil, Ark., who has raised cotton on his farm of 129 acres for twenty years, found upon the arrival of the boll weevil, that it would pay better to grow other crops. He planted 38 acres in sweet potatoes (Duley Yams) and sold the crop for \$4,000 or \$125 per acre. Mr. Pitman has bought a farm of 160 acres nearer to town and will set the entire acreage to sweet potatoes next season.

Mr. E. Edwards of Pittsburg, Texas, made a display at the North East Texas Fair, showing 200 varieties of manufactured and natural products, derived from three acres of Camp County land. The manufactured list included such products as fruits and vegetables, canned or preserved. Mr. Edwards' statement shows that on the three acres he raised and sold products

to the value of \$394.75 and has on hand unsold canned fruit, vegetables, turkeys and hogs to the value of \$67.90. The following is what he sold from the three acres: English peas, \$39.90; cabbage, \$12.05; tomatoes, \$22.30; blackeyed peas, \$52.85; apples, \$10.80; okra, \$15; cantaloupes, \$19.45; pepper, \$3.90; butterbeans, \$11.30; turnip greens, \$73.40; turnips, \$18.20; stringbeans, \$4.50; squashes, lettuce and radishes, \$2.10; eggs, \$100.50; peanuts, \$2.50. These products were marketed in four and one-half months, and represent a yield of \$154.08 per acre.

At the beginning of the cotton season last year the Greenwood (Sebastian County, Arkansas) Cotton Club, offered prizes for the best cotton yields produced on measured acres and under supervision of W. F. Haden, government farm demonstration agent for Sebastian County, Arkansas. The prizes were awarded at Greenwood a short time ago in connection with a meeting at which better farm methods were discussed. The yields obtained as supported by affidavits were as follows: James F. Pool, Route 2, Greenwood, Ark., produced 2,000 pounds of seed cotton on one acre. W. Whittingslow of Jenny Lind, 3,128 pounds of seed cotton on an acre; sold for \$109.19; net cost of production, including rental on land, \$38.90, net profits to the acre, \$70.29. O. J. Hester, Route 2, Greenwood, produced 2,400 pounds of seed cotton on an acre; gross receipts, \$81.98; net profits, \$48.89. E. L. Hester, Greenwood, produced 2,300 pounds of seed cotton on an acre, making a net profit of \$53.90. Charles Carlisle, Route 2, Greenwood, made a net profit of \$29.90 on an acre, the amount of cotton produced being one bale. S. M. Page, Route 2, Greenwood, produced 1,770 pounds of seed cotton on an acre, making a net profit of \$30.92. Mr. Haden says that all these yields were produced on thin upland that had been cultivated for many years and only in a few instances was fertilizer used.

Mr. I. Stephenson, jr., Ludington, La., who has been doing some experimental farming on the cut over pine lands at Ludington, writes as follows concerning the same, under date November 6th, 1911: "I have about twenty acres surrounding my residence under cultivation. Have all kinds of fruit trees, peaches, plums, pears, figs, oranges, persimmons, kumquats, pecans, a couple of apple trees and grapes. On the 18th of December (1910) I planted oats, cut it in spring for the stock, then planted corn and had a fine crop, now have wheat

and cowpeas growing on the same ground, three crops in a year. A portion of the ground I keep for garden truck. Have had three crops from most of it, such as radishes, onions and lettuce. Where I had melons, cantaloupes and cucumbers I put in cowpeas for a second crop. Where I had Irish potatoes for a first crop, when harvested, I put in sweet potatoes. I have about an acre of strawberries, from which I picked berries for four months this year. I also have some asparagus, a few northern blackberry bushes and black raspberries, both of which are doing very well. Have found no trouble in raising anything planted except celery, which the gardener did not understand to take care of and lost out. We had a fine crop of tomatoes, and last year of Bermuda onions. Our only trouble is we cannot ship in car load lots to northern markets, where these products bring the best prices, and we cannot afford to ship via express. More farmers are locating in this vicinity every month and we hope in the near future some arrangements will be made so that we can reach the Kansas City market at least for early shipments."

Mining operations in the famous Bellah Mine, near Gillham, in the northwestern part of Sevier County, Arkansas, have been begun in earnest. Mr. Fred Oswald, who recently purchased the property, has a force of nineteen men employed, but will largely increase this force as soon as the development work is fully under way. He expects to put in service three eight-hour shifts.

The ore now being taken out contains 28 per cent of metal. At the mine the ore goes through a process of concentration, after which it runs 61.98 per cent. Mr. Oswald also has control of the Davis Mine, and is installing machinery of the latest patterns at that property, and expects to have that mine in full operation in the

near future. At present the output of both mines will have to be hauled by wagon to Gillham or King's Station, and be shipped to the smelters from these points. Better means for transportation may be provided later on.

Mr. Oswald has successfully operated mines in the United States and Mexico and is well pleased with the outlook for his Sevier County mines.

It is reported that the May antimony mines near Gillham will be placed in operation within a few weeks, by the Southwest Mining & Smelting Company of Rochester, New York.

The United States Department of Agriculture has published an estimate on most items of farm production in Texas, except that of live stock. While the live stock in Texas is valued at \$378,762,400, the production per annum is not of record and the live stock figures shown in the following table may, therefore, be considered only a rough estimate. The production was as follows:

Cotton	\$219,656,000
Corn	114,206,000
Wheat	18,404,000
Oats	11,433,000
Hay	8,532,000
Dairy Products	23,500,000
Fruit and Vegetables	24,000,000
Poultry and Eggs	25,500,000
Miscellaneous	10,000,000
Live Stock	100,000,000
Timber	6,000,000

Total \$561,231,000

Timber is added to the list in order to complete surface production.

This stupendous total on its face points to a magnificent prosperity, but deducting consumption from production, we find the bulk of our money quickly melting away and when we build our homes and churches and school houses we have little left to invest in large industrial enterprises.

Industrial Notes

Ashtown, Ark.—A twenty-five year franchise has been granted to the Texarkana Ice Company, permitting them to operate an electric light system. It is reported that J. E. Richie will build an ice plant. The Christian congregation is erecting a church building to cost \$1,000. Rosenzweig Bros. have opened a retail general merchandise business.

Beaumont, Tex.—City contracts to pave 6½ miles of sidewalks to cost \$20,000. The Beaumont Gas and Light Company has erected two new buildings. Incorporated. The Moore Oil Company, capital stock, \$9,000; Beaumont Investment Company, \$120,000; Beaumont, Waco and Northern Railway Company, \$75,000; Jefferson County Abstract Co., \$10,000. Municipal

bond issue of \$30,000 for sewer construction, \$60,000 for park improvements and \$60,000 for street improvements, is to be voted on December 20th, 1911. It is reported that the Gulf Refining Co. will build an oil refining plant here with 6,000 barrels daily capacity, same to cost \$1,000,000. Incorporated: Electric Light & Power Co. of Beaumont, capital stock \$880,000. The Mackay Telegraph & Cable Co. has established an office here. Incorporated: Maverick Oil & Gas Co., \$100,000. The city will pave 2,191 square yards with creosoted wooden blocks and will build 726 linear feet of curbing. Bids will be received January 1st, 1912, for construction of sewers, approximately \$50,000; for street improvements, \$25,000; for an abattoir, \$25,000; for a jail, \$15,000. H. A. Perlstein has under construction a two-story building to cost \$12,000. The tax assessment of Jefferson County for 1911 amounted to \$44,764,328, showing an increase of \$3,431,659 over last year. Incorporated: Southern Lumber Co., capital stock, \$10,000. The Beaumont Traction Company has ordered some new rolling stock.

De Queen, Ark.—The county commissioners' court has let contracts for five county bridges to cost \$13,200.

De Quincey, La.—Incorporated: The Texas Pine Tar Co., capital stock \$10,000, a plant for manufacturing resinous products, turpentine and pine tar; De Quincey Telephone Co., capital stock \$10,000; Bank of De Quincey, capital stock \$25,000.

Drexel, Mo.—The Seaman Carriage Co., a new concern, will open for business in February.

Fort Smith, Ark.—Incorporated: Fort Smith Novelty & Carving Co., \$10,000. Under construction, eight business buildings, costing \$300,000, and ten cottages costing \$7,500. Mr. J. N. Ward has placed on cold storage with the Border City Ice and Cold Storage Co., 22,000 barrels of apples, which he purchased in Northwest Arkansas for about \$100,000. The Seventh Day Adventist congregation is erecting a church building to cost \$3,000. It is reported that two new distilleries will be in operation here soon. Organized: People's Bank, capital \$50,000; Authorized: Waterworks improvements to cost \$100,000, same to include 3,000,000 gallon settling reservoir, filtration plant and a dam across Poteau River. The new Friedman-Minees buildings, under construction, will cost \$90,000. Consolidated: Southwestern General Gas Co., General Pipe Line Co., Little Rock and Fort Smith Oil & Gas Co., and Arkansas Territorial Oil & Gas Co.,

capital stock, \$5,000,000, domicile, Fort Smith, Ark. From August 1 to November 30, 80 building permits have been granted, value \$332,660. Among the new buildings are seven business structures, costing \$249,000, and seventy-three dwellings, costing \$83,865. The buildings of the Western Wheelbarrow Works have been completed and the plant will be in operation by January 1, 1912. The new plant will employ 75 people. Contracts have been let for building street car line extensions. Incorporated: Garrison Creek Oil & Gas Co., capital stock, \$20,000.

Fullerton, La.—A new plant for the manufacture of ethyl alcohol is to be erected here at a cost of \$600,000; the daily capacity to be 5,000 gallons.

Gentry, Ark.—Incorporated: Mt. Zion Farmers' Telephone Co., ten-year franchise; Citizens' Bank of Gentry, capital stock \$25,000.

Gillham, Ark.—Contract let for a public school building to cost \$7,000.

Gravette, Ark.—Improvement district created for installing water works to cost \$20,000 and to extend lighting service to cost \$5,000. A bond issue of \$25,000 to cover cost of construction has been provided for.

Hatfield, Ark.—Incorporated: Watkins Lumber & Mercantile Co., capital stock \$25,000.

Heavener, Okla.—The city council has ordered the construction of a 135-foot dam across Black Fork River to conserve a water supply. The Heavener Oil & Gas Co. will drill a second well to test for oil. The first well is down 2,425 feet with good indications for oil.

Hume, Mo.—The Bates County Court has issued \$171,000 in bonds for straightening the channel of the Marais des Cygnes River. This bond issue was preceded by another issue of \$273,000. The river, of which 73 miles are in Bates County, has been shortened 23½ miles. The new bond issue will insure a depth of 22 feet with a width of 60 to 80 feet and will reclaim 39,000 acres of rich farm land. The greatest depth is 26 feet. The cost of the improvement per acre is \$11.00. H. J. Millies has opened up a dry goods store.

Joplin, Mo.—The city has let a contract for street curbing to cost \$6,350. The Red Lion Mine will have a new 100-ton concentrating mill. Incorporated: Holland-American Tailing Mills Co., capital stock \$100,000; Aberdeen Mining Co., \$8,000; Quinn Investment Co., \$300,000; Minor-Graham Lead & Zinc Co., \$30,000; company or-

ganized to manufacture a patented tape sealing device. The Mercantile Mining & Milling Company has purchased the Winslow mining lease of 40 acres, on which there are two concentrating mills, for \$80,000. The St. Louis-Joplin Mining Co. will erect a 100-ton concentrating mill.

Lake Charles, La.—The city will expend \$150,000 for the construction of new school buildings. City contract let for 40 blocks of concrete sidewalks to cost \$16,060. Incorporated: The Bruce-Mahaffey Co., capital stock \$10,000. Plans made for a new jail to cost \$20,000. An estimate made by Knoblauch & Railold, sugar factors at New Orleans, gives 340,000 tons of sugar as the crop for 1911, about 25,000 tons more than last year. The sugar production elsewhere is very scant, and the value of the Louisiana crop will be from \$12,000,000 to \$14,000,000 more than last year. Destroyed by fire: The warehouses of the American Feed Co., Louisiana Mattress Co., and the Hemenway Furniture Co.; loss, \$50,000. The Lake Charles Planing Mill has increased its capital from \$25,000 to \$50,000. The new mill of the American Lumber Co. at Merryville, capacity 200,000 feet per day, is nearing completion. Incorporated: Hammett Paint & Wall Paper Co., \$10,000; Security Air Craft Co., \$250,000.

Loring, La.—A gas well, with four million cubic feet capacity per day, has been brought in on lands owned by the Bowman-Hicks Lumber Company.

Mansfield, La.—The Mansfield Female College Association has issued \$25,000 in bonds for the purpose of remodeling the buildings belonging to the college. The gas pipe line between Naborton and Mansfield is now under construction. The Frost-Johnson Mills, which were idle nearly all summer, have resumed operations. Incorporated: The Elam-Parsons Abstract Co., capital stock \$15,000. Organized: The Mansfield Gas Company, capital stock \$100,000. The Busch-Everett Company has leased 1,500 acres of oil land at Naborton and will bore for oil in January.

Marble City, Okla.—Under construction: A new public school building and the building of the Marble City State Bank.

Mena, Ark.—Mr. D. W. Carter is organizing a new company for the purpose of developing 1,200 acres of slate lands located in the Heath Valley, 12 miles east of this city. Established: A new furniture factory. Incorporated: Mena Ginseng Company, capital stock \$1,000. Mr. G. L. Rector recently reported the sale of the Davis Mine near Gillham, Sevier County, for \$30,000. The National Slate Company is installing

a carload of heavy machinery at its quarry. The A. H. Scoggin Lumber Co., has purchased the holdings of the Mena Lumber Company.

Mooringsport, La.—Foundation laid for a new school building.

Neosho, Mo.—Newton County will build a macadamized road from Diamond to the county line; cost, \$4,000. Lead ore in paying quantity has been found on the Jno. F. Shannon farm, 6 miles north of Neosho, at a depth of 20 feet.

Orange, Tex.—The Orange County Navigation District has turned over to the National Government the sum of \$143,500. This money is to be applied in deepening the Neches-Sabine Canal to a depth of 25 feet. The survey of the Neches-Sabine Canal, 25 feet deep and 70 feet wide, with a turning basin 500 feet wide and 1,500 feet long, has been completed.

Pittsburg, Kans.—The Pittsburg Zinc Company has resumed the operation of its smelter, which has been idle for about a year. New machinery has been added to the plant and fifty men are employed. The daily output is 24 tons of spelter.

Port Arthur, Tex.—The new directory count just completed gives Port Arthur a population of 10,718. The Texas Company is more than doubling the capacity of its refinery. The cost of the improvements is reported at \$1,500,000. Mr. E. A. Lambert is erecting a business building costing \$9,000. The Gulf Lumber Co. will export 3,500,000 feet of pine lumber. The question of the legality of a bond issue of \$100,000 for street improvements, and \$75,000 for drainage, has been submitted to the Attorney-General for a legal opinion. The monthly payroll for November of the industrial enterprises in Port Arthur as paid by the banks was \$75,000. Armour & Co. will build a cold storage plant to cost \$40,000.

Poteau, Okla.—The state mining inspector's report gives the following information: The production of Oklahoma coal from July 1, 1910, to June 30, 1911, amounted to 2,569,869 tons valued f. o. b. at \$6,424,672; the daily production of gas to 1,400,000,000 cubic feet; total annual production of oil 47,450,000 barrels; lead and zinc, 8,638 tons; asphalt, 5,713 tons; gypsum, 111,013 tons. People employed in coal mining, 8,191; average production per miner, 551 tons. Number of oil wells in operation, 14,259; average yield, 130,000 barrels per day.

Sallisaw, Okla.—A bond issue of \$20,000 for the purpose of building a jail, is to be voted on at an early day.

Shreveport, La.—The Caddo Parish Levee Board will make contracts this spring for 17,358 feet of levee, containing 140,000 cubic yards, which will cost approximately \$75,000. Contracts will also be let for 25 miles of graveled or macadamized roads. A bond issue of \$50,000 has been voted for two new fire stations and other improvements. The city authorities are considering the construction of a natatorium to cost from \$10,000 to \$15,000. Incorporated: National Computing Bin Co., capital stock \$100,000. The Purified Petroleum Products Co. (a new company) has its manufacturing plant under construction. Incorporated: The Cayce Oil Co., capital stock \$30,000. The Shreveport Bottle & Glass Company (new enterprise) has closed contracts for construction of its plant, which will employ 400 men. The Boulanger Window Glass Plant, now under construction, will be in operation in January, 1912. Organized: Fort Smith-Caddo Oil Co., capital stock \$225,000. Incorporated: Enterprise Laundry Co., \$20,000. Building permits granted for October, \$84,000. Gibbs Implement & Vehicle Co., new enterprise. Incorporated: S. A. Guy Oil Co., capital stock \$25,000. Established: Shreveport Ice & Brewing Co., capital stock \$50,000. City contract let for 156,000 yards of paving, cost \$298,100. Kidd-Russ Trunk & Bag Co., new enterprise. Improvements on State Fair Grounds, \$10,000. School house improvements, \$4,316. The Webster Oil Refinery, recently completed, has been put in operation and will manufacture lubricating and illuminating oils, capital stock \$25,000, cost of buildings, etc., \$20,000. The city assessment for 1911 amounted to \$15,000,000, about \$2,000,000 more than last year. The building permits for September amount to \$80,000. The Robinson Oil Co., capital \$25,000, has leased 12,000 acres of oil land in Sabine and Natchitoches Parishes and has contracted for the boring of a 2,300 foot well.

Siloam Spring, Ark.—The assessment of Benton County for 1911 is \$7,055,093, show-

ing an increase of \$657,039, over the year 1910.

Spiro, Okla.—Last year's (1910-11) expenditures for new buildings exceeded \$300,000. Thirteen new buildings were under construction October 30th. Carriage and wagon works, a new enterprise. The city council has let the contract for a new jail to cost \$1,000.

Texarkana, Ark.-Tex.—Organized: Guaranty State Bank, \$10,000; street car system to be extended to Westmoreland Place. Contract let for high school building, \$64,400; contract let for 4 miles of sewer, \$12,000. Land purchased for a colored industrial college, \$14,500. The Williams-Hubbard Peanut Company has completed construction of its new plant and has placed the same in operation. The State Savings & Trust Company has purchased the entire issue of the Miller County Drainage Bonds, \$300,000. Building plans made for Interstate Industrial College, \$10,000. Corner stone laid for a new high school, \$100,000. The Moore Furniture Co (new concern) has opened up for business with a large stock. The Commercial Acid Co. (new concern) has completed construction of its plant and is now in operation, employs 15 men. The Texas Glass Company has resumed operation of its plant. Miller County contract let for 32 miles of levee along Red River, cost \$300,000. The Lea Planing Mill has been moved here from Oklahoma City. It will manufacture sash, doors and blinds.

Vivian, La.—During the last week in October twenty-nine new oil wells were completed, yielding 23,225 barrels of oil. Among the new wells was one, brought in by the Producers Oil Company, which had an initial flow of 12,000 barrels per day. Organized: Atlantic Oil Company, capital stock \$50,000. Established: New steam laundry.

Zwolle, La.—The Hall-Gibson-Driver Company's hardwood mill, which has been idle for some months, has resumed operations.

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- Allene, Ark.—Allene Real Estate Co.
Amoret, Mo.—C. H. Hutchins.
Amoret, Mo.—Chas. R. Bowman.
Amsterdam, Mo.—Lawrence & McDonald.
Anderson, Mo.—Dunn & Chambliss.
Anderson, Mo.—Geo. W. Mitchell.
Ashdown, Ark.—Southern Realty & Trust Co.
Atlanta, Tex.—Westbroke & Willoughby.
Ballard, Okla.—Ballard Real Estate Co.
Beaumont, Tex.—Industrial Lumber Co.
Beaumont, Tex.—Bevil & Quinn.
Beaumont, Tex.—Bryan & Vauchelet.
Beaumont, Tex.—Heisig & Smelker.
Beaumont, Tex.—Junker & Edwards.
Beaumont, Tex.—Beaumont Land & Building Co.
Beaumont, Tex.—Theodore Heisig.
Beaumont, Tex.—Oswald Realty Co.
Beaumont, Tex.—Henry & Weaver.
Beaumont, Tex.—Jno. M. Lowrey.
Beaumont, Tex.—W. A. & W. W. Ward.
Beaumont, Tex.—Lloyd M. Blanchette.
Beaumont, Tex.—Wilson & Featherstone.
Benson, La.—A. M. Hale.
Benson, La.—Walter Nolan.
Benson, La.—D. H. Sebastian.
Benson, La.—Southern Development & Investment Co., 330 Midland Building, Kansas City, Mo.
Blanchard, La.—J. F. White.
Bloomburg, Tex.—J. M. Jones.
Bon Ami, La.—Long-Bell Lumber Co.
Converse, La.—G. I. Paul.
Cove, Ark.—Barton & Register.
Cove, Ark.—C. H. Wing, 851 N. Y. Life Bldg., Kansas City, Mo.
Cove, Ark.—T. P. Fulton.
Cove, Ark.—J. R. Graham.
Decatur, Ark.—Collins & Hunsaker.
De Queen, Ark.—Farmers & Merchants Bank & Trust Co.
De Queen, Ark.—H. C. Towson.
De Queen, Ark.—Garrison & Co.
De Queen, Ark.—W. R. Sossamon.
De Queen, Ark.—Carlton & White.
De Queen, Ark.—Lewis W. Osborne.
De Queen, Ark.—Weatherwax & Co.
De Queen, Ark.—Dierks Lumber Co.
De Quincey, La.—J. Lee Herford.
De Quincey, La.—O. T. Maxwell.
De Quincey, La.—De Quincey Land Company.
De Quincey, La.—Matt Lilleburg.
De Ridder, La.—Frank V. Howard.
De Ridder, La.—J. E. McMahon.
De Ridder, La.—Robert Jones.
De Ridder, La.—O. B. Pye.
Drexel, Mo.—Depue & Hill.
Drexel, Mo.—J. B. Wilson.
Drexel, Mo.—D. E. Crutcher.
Eagleton, Ark.—F. W. Blanchard.
Elizabeth, La.—Industrial Lumber Co.
Elk Springs, Mo.—John W. Miller.
Fisher, La.—Louisiana Long Leaf Lumber Co.
Fort Smith, Ark.—C. W. L. Armour.
Fort Smith, Ark.—Kelly Trust Co.
Fort Smith, Ark.—Fort Smith Bank & Trust Co.
Fort Smith, Ark.—Arkansas Valley Trust Co.
Fort Smith, Ark.—W. H. Marshall.
Fort Smith, Ark.—R. R. Cravens.
Fort Smith, Ark.—Rutzel & Trusty.
Fort Smith, Ark.—Lee & Robinson.
Fort Smith, Ark.—J. L. Lavenne.
Fort Smith, Ark.—Rogers & Young.
Fort Smith, Ark.—Dawson-Thomas Real Estate Co.
Fort Smith, Ark.—Charles P. Yaden.
Frierson, La.—The Frierson Co., Ltd.
Gentry, Ark.—Gentry Realty Co.
Gentry, Ark.—Griffin & Wasson.
Gentry, Ark.—Lowell Realty Co.
Gillham, Ark.—Gillham Real Estate Co.
Goodman, Mo.—T. W. Roberts & Co.
Goodman, Mo.—J. O. Pogue.
Goodman, Mo.—G. W. Whited.
Goodman, Mo.—J. B. Welsh & Co., Finance Bldg., Kansas City, Mo.
Grandview, Mo.—Y. T. Perkins.
Grandview, Mo.—W. M. Dyer.
Granniss, Ark.—E. H. Poe.
Granniss, Ark.—Hogan & Coyle.
Gravette, Ark.—J. T. Oswalt.
Gravette, Ark.—Wm. Fraser.
Gravette, Ark.—O. T. Drennan.
Hatfield, Ark.—Arnold & Trigg.
Hatfield, Ark.—Shafer & Hammond.
Hatton, Ark.—Ozark Realty Co.
Heavener, Okla.—Yandell & Steward.
Heavener, Okla.—W. F. Colnon.
Horatio, Ark.—J. W. Everett.
Horatio, Ark.—Sessions-Pride Land Co.
Horatio, Ark.—L. L. Porter.
Hornbeck, La.—L. D. Woosley.
Hornbeck, La.—D. B. Pate.
Howe, Okla.—John Begley.
Howe, Okla.—C. E. McCartney.
Howe, Okla.—State Bank & Trust Co.
Hume, Mo.—H. C. Curtis.
Hume, Mo.—Wayts & Beadles.
Hume, Mo.—Wilson & Bloomfield.
Jaudon, Mo.—E. S. Harrison.
Joplin, Mo.—McDonald Land & Mining Co.
Joplin, Mo.—Marion Staples.
Joplin, Mo.—Pile & Perry.
Joplin, Mo.—Conqueror Trust Co.
Joplin, Mo.—S. H. & Roy E. Stephens.
Joplin, Mo.—St. Paul Mining Co.
Joplin, Mo.—W. H. Dalton.
Kingston, La.—D. B. Means.
Lake Charles, La.—Dees-West Co.
Lake Charles, La.—R. L. Coleman.
Lake Charles, La.—H. F. Von Phul.
Lake Charles, La.—Leon & E. A. Chavanne.
Lake Charles, La.—H. M. Chitwood.
Lake Charles, La.—W. K. Banker.
Lake Charles, La.—O. S. Dolby.
Lake Charles, La.—J. B. Watkins.
Lake Charles, La.—Hammond & Wentz.
Lake Charles, La.—C. S. Nabors.
Lanagan, Mo.—C. R. Wortham.
Lanagan, Mo.—Frank B. Dolson, 202 Commerce Bldg., Kansas City, Mo.
Leesville, La.—P. G. Pye & Co.
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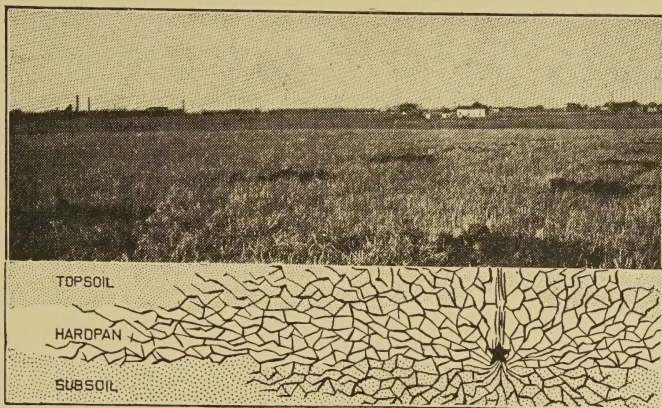
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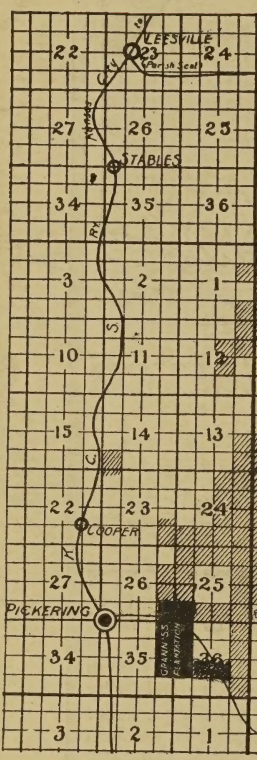
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